TROLLEY TOPICS
MUNICIPAL S.F. RAILWAY
Volume 5 APRIL, 1950 Number 4

ACCIDENTS SHOW 50% DECLINE DURING PAST FIVE YEARS

MAYOR ROBINSON PRAISES OPERATING PERSONNEL FOR EXCELLENT SAFETY RECORD

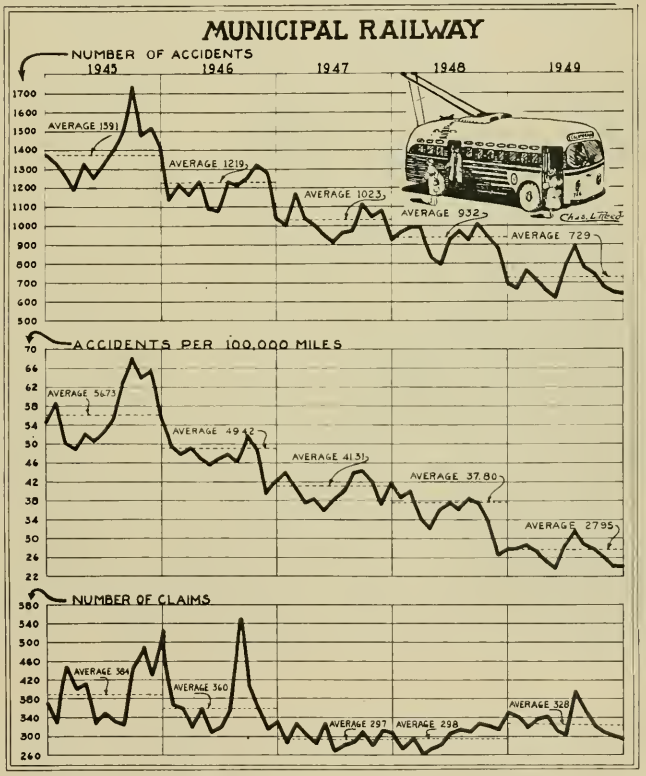
Accidents have dropped from an average of 1391 per month during the year 1945 to an average of 729 per month during the year 1949. To make the picture even more pleasing, during the first quarter of 1950 accidents have reached a new low average of 603 per month.

In a letter addressed to the operating personnel of the Municipal Railway, Mayor Elmer E. Robinson commented on the amazing record which these figures reveal. This achievement has been accomplished despite the fact that the Railway has been in the process of a conversion program which presented many difficulties not normally experienced.

In comparing the number of accidents per 100,000 miles operated, the percentage of decline is even more apparent. Accidents dropped from an average of 56.73 in 1945 to 27.95 in 1949, a decrease of over 50 per cent. That figure was lowered to 23.59 for the first quarter of 1950, which means a decrease of *almost 60 per cent* as compared to the 1945 average.

The Mayor also referred to the number of accident claims filed during the past five years, and pointed out that claims have not shown a proportionate reduction. The work load of the Claims Bureau remains at a high level, apparently due to the fact that many people today are extremely "claims conscious." Mayor Robinson stated that this experience is shared by most major transit systems in the country, particularly those on the west coast.

In concluding his letter, the Mayor wrote, "I would like to extend my sincere congratulations and thanks to you men of the Railway who have made this Safety Record possible. It is a tribute to every man and woman operating a coach or street car and I know the citizens of San Francisco join me in this commendation."



This chart shows graphically just how the accident picture has improved during the past five years. The upper graph gives the total number of accidents monthly. The middle graph gives the accidents per 100,000 miles operated. The lower graph shows the number of claims filed during the corresponding period.

The figures and graph, which were referred to the Mayor by Commission President Philip F. Landis, were prepared by Paul J. Fanning, Director of the Bureau of Personnel and Safety. Mr. Fanning pointed out that this gratifying record was established through the efforts of all platform personnel. He was also high in his praise for the instructional and training staff who have contributed so much to the accident prevention program.

When the first new 48-passenger trolley coach started its test run along Mission Street prior to the March 19th conversion, the Mission Street Merchants' Association gave it a gala reception. They provided a sound truck, candy, boutonnieres, champagne and even lovely Miss Betty Farrar to christen the new service. (Above left) Miss Farrar had quite a time trying to break the champagne bottle, and for a while there was some doubt as to which would collapse first—the coach, Miss Farrar or the bottle. Standing in the left foreground (holding glass of champagne) is Joseph S. Ravinsky, President of the Merchants' Association. (Above right) Mayor Robinson and our Commissioners were among the carnation bedecked officials who participated in the Mission Street celebration. Left to right were Commisisoners Sam McKee, Edward B. Baron, the Mayor, Commission President Philip F. Landis and Commissioner Donald A. Cameron. (At left) Everyone had a good time at the celebration, but nobody enjoyed it more than Instructor Bill McRobbie who drove the bus and who also had the delightful task of instructing Miss Farrar in how to run a trolley coach.

RETIREMENTS

Name and Occupation	Employed	Retired
William C. Bendel, Superintendent of Equipment and Overhead Lines	12-28-12	3-15-50
Michael Bianculli, Trackman	1- 5-21	3- 1-50
Hubert P. Brannan, Inspector	8-11-22	1- 1-50
John J. Carbone, Geneva Conductor	10- 8-17	3- 9-50
Michael Crann, Inspector	8-23-18	3- 1-50
Peter J. Flavey, Sutro Motorman	8-16-14	2- 1-50
Christopher Kleineberg, Car Cleaner	8- 1-32	1- 1-50
Frank J. O'Neill, Geneva Motorman	9- 3-19	3- 7-50
William Reed, Trackman	10- 6-26	3-31-50
Albert H. Schoux, Geneva Motorman	6- 9-13	3-27-50
Samuel A. Wade, Utah Motorman	5- 8-24	3-24-50

Sympathy

(We are sorry to report the deaths of the following fellow employees. Sincere condolences go to the families.)

George W. Andersen, Geneva Motorman, died March 24th in the hospital in San Mateo. He was 52 years old and had been with the Railway since June 24, 1929.

George A. Miles, Ocean Operator, died March 13th after a long illness. He had joined the Railway June 5, 1941 and was 55 years of age.

John M. Rosser, Ocean Operator, died March 31st. He had served the Railway for 22 years and was secretary-treasurer of A.F.L. Carmen's Union No. 1380. He was 47 years old.

Are You Guilty?

I am sure you will agree THERE IS NO SURER WAY to

1. Invite a rear end smashup.
2. Incur serious property damage or personal injury, or both.
3. Cause heavy financial loss in personal injury and property damage claims.
4. Jeopardize your job and your own safety.

THAN TO

A. FOLLOW THE VEHICLE AHEAD TOO CLOSELY.

B. APPROACH AN INTERSECTION AT EXCESSIVE SPEED.

The time to avoid an accident is before it happens. Greater caution and an alert sense of responsibility will keep you rolling safely.

DO YOUR LEVEL BEST AND WATCH THE DIVISIONAL ACCIDENT SCORE BOARD TOTALS TAKE A DOWNWARD SLIDE.

Accident Claim Expenditures for 1949 totalled $1,117,998.37. Strive with might and main to curb this terrific waste. A substantial cut will place your transit system in the black.

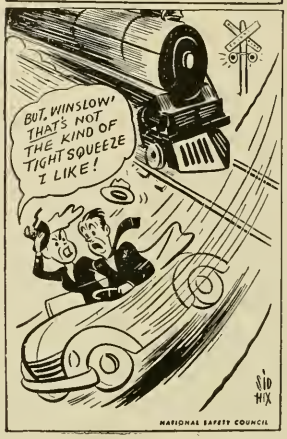
SAFETY FIRST—NOT SECOND!

D. C. ORMSBY
Gen. Supt. of Transportation

Garage Exhaust

Forthcoming vacation trips should decide the respective merits of the many new cars appearing recently in the custody of shop men. Even *Russ Reid* tearfully pastured his trusty Buick of ancient vintage. Russ claims he looked far and wide for his newly acquired premium job and, like *Ernie Kilby,* isn't in partnership with a finance company. . . . Anybody notice the winning smile of *Pierce Welch*. . . Our very best to our most recent benedict, *Jim Lucey*, and his bride Waunetta. . . . And a speedy recovery for *Mary Ellen O'Connor,* who has been incapacitated too long from an injury

BUMPER CROP



sustained on the job. . . . We're likely to hear more later from *Bill Ehni's* brainchild because a smoother downshift from it continues to inspire encouraging reports. . . . *Mike Conroy* enthusiastically replaces *Frank Scherzer* as manager of the 24th Street Tigers ball team and contemplates a successful season. Spring training included a win over the *Charley Morrissey* and *Pete Morgan* coached Ocean Polar Bears; and reports indicate that *Jim Baikie* with his nothing ball was complete master of the old men from Siberia! . . . An occasional drool springs forth at McAllister over work progress at the new Kirkland Yard. . . . We're happy to announce the arrival of Sandra Ernestine Woods on February 27th. She is the granddaughter of Garageman *E. J. Woods,* and the daughter of the late *Phillip E. Woods,* who was killed in a tragic accident last fall.

You Drive At Your Own Risk

When turning left remember that ALL approaching drivers and pedestrians on the crosswalk have the right-of-way. The legal responsibility for safely completing the turn is on your shoulder.

Don't try to beat out traffic by cutting the corner in front of approaching cars when the traffic light flashes green. Some oncoming driver may plow into you.

WAIT until traffic in both the approaching lanes and the pedestrian crosswalk has safely cleared before completing your turn. — *Yellow Cab Bulletin*

McAllister Division

Dispatcher *Bill Johnson* is on the sick list—or could it be just plain spring fever and a longing to get up into them there hills on the old homestead? . . . Among the operators who have received commendations in our division are *C. R. Cunningham, J. McCowan, T. A. Arditi, L. Walker, J. D. Allen, J. P. Paslin, N. Long, E. S. Jones,* and last but not least, *R. E. Betts,* Courtesy Personified. And we must remember *H. J. Garabedian,* who would like to take a slow boat to China. . . . We at McAllister Division wish to welcome all the operators who came over from various divisions on the general sign-up; also a hearty welcome to the new dispatchers. Good luck to our old dispatchers, *Bill Sharp* and *Bob Moyle,* who both left us to go elsewhere.

The Geneva-Ocean dispatcher's office is a busy place at all times, but the commotion was even greater than usual when 60 pupils of the Pacific Heights school visited there last month. (At left) Receivers George West and Timothy O'Shea demonstrated the money-counting machines for the benefit of the youngsters. (At right) Operator Noel Johnson, who conducted the tour, explains just how a bus operator goes about his day's work.

Trolley Topics

Vol. 5 APRIL, 1950 No. 4

CITY AND COUNTY OF SAN FRANCISCO
ELMER E. ROBINSON, *Mayor*

Published under direction of the
PUBLIC UTILITIES COMMISSION

PHILIP F. LANDIS, *President*

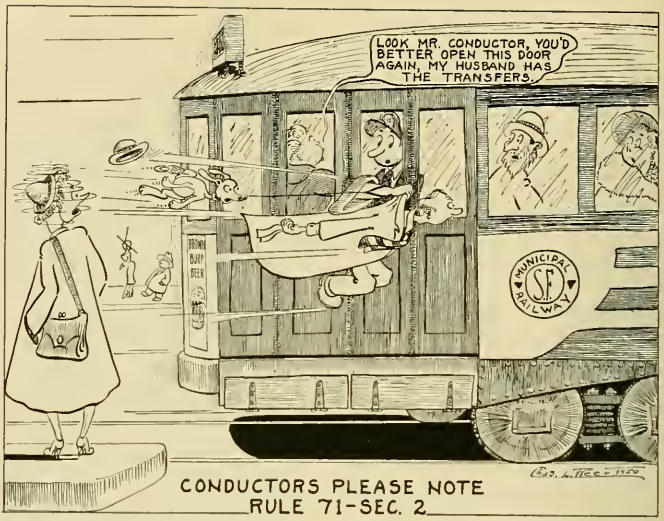
SAM MC KEE VICTOR S. SWANSON
EDWARD B. BARON DONALD A. CAMERON

ADELINE SVENDSEN, *Editor*
CHARLES L. REED, *Artist*
MARSHALL MOXOM, *Photographer*

REPORTERS

JIM LEWIS KEN HOWARD
JOHN HURST JOHN WHITNEY
JIM BITTLES MARIE JACKICICH
MAYBELLE PAETZEL VIC PETERSON
JOE KENNEALY DOLORES SHEA
JIM LESLIE MARY SWINNEY
DICK GRIFFIN ELVEN WHELPLEY
HARRY FRANKLIN JACK WEHREN

Address communications to 1345 Turk Street, San Francisco 15, Attention Editor.



Life Can Be Beautiful In Hawaii, Say Railway Men

(The following article concerning certain aspects of life on the Hawaiian Islands was contributed anonomously. It was so interesting and informative that we felt our Trolley Topics readers would appreciate it.)

Naval Reserve Unit Battalion 12-6 on its Hawaiian Cruise last month was well-manned with employees of the Municipal Railway. Aboard the U.S.S. Colahan were Chief Quartermaster L. C. "Crackers" Mogensen, Signalman 1st Class J. R. "Porky" Pirkey, Gunners Mate 1st Class T. D. "Smudgepot" Harvey, Radarman 3rd Class B. B. "Available" Jones, Pharmacist Mate 3rd Class E. G. "Lucky" Sell, and Seaman E. L. "Hose-nose" Sorenson.

The weather and the seas on the trip over were not what you would call ideal and some of the boys, not having had any sea duty for some time, bypassed a meal here and there. Coming home more than compensated, however, as the sailing was perfect and the weather balmy.

Liberty was enjoyed for one day in Hilo after six days of drills and exercises on the way over. After shore bombardment of the island of Kahoolawe, the ship tied up at Honolulu where three days liberty gave everyone a good chance to spend whatever money was brought along. All in all the boys had a pleasant cruise and were quite thrilled by the cultural tours they took to the points of interest on Hawaii and Oahu. The Museum, Library and other public buildings were just teeming with curious sailors.

You know—those Honolulu police officers are certainly nice fellows. Sometimes the sailors became so engrossed in the lore of the islands that they encountered a little difficulty in navigating a cruise back to the ship. But no matter what the hour those police officers would offer to personally conduct the enraptured persons until they were safely stowed on board. In fact, they *insisted* on escorting them!

Track Department

Retired after many years of railroading are *Mike Bianculli* and *Bill Reed*. Their many friends wish them happy days ahead. . . . We also lost two very popular boys when *Jim O'Regan* transferred to the School Department and *Harold Murdock* to Street Repair. Good luck in your new positions, fellows. . . . Off the sick list and feeling fit again are *Johnny Hurley* after a siege of illness and *Vic Nomellini* after an operation. . . . *Johnny McGee* received a letter from *Joe Shemanski*, and after one week in Michigan Joe is pining for California sunshine.

Naval Reserve Unit Battalion 12-6 relied heavily on the performance of these Municipal Railway employees for the success of its Hawaiian cruise last month. On shipboard were (left to right) Operators J. R. Pirkey, Utah; L. C. Mogensen, Potrero; T. D. Harvey, Potrero; B. B. Jones, Potrero; Instructor E. L. Sorenson, Ocean; and Operator E. G. Sell, Ocean.

Although the farewell speeches were tinged with sincere regret, everyone was in a gay mood at the retirement party for William C. Bendel, Superintendent of Equipment and Overhead Lines. Here City Attorney Dion Holm, who served as Master of Ceremonies, is presenting Mr. Bendel with a cartoon, one of several gifts he received that evening. Left to right are A. O. Olson, Philip F. Landis, Mrs. J. H. Turner, Mr. Turner, Mr. Holm, Mr. Bendel, Mrs. Bendel, William H. Scott, Mrs. Scott, Mrs. Theresa C. Taylor and Mrs. George Quinn. Others at the speakers' table, who were outside the camera's range, were Mr. and Mrs. Tom Irwin, Mr. and Mrs. V. C. Peterson, D. C. Ormsby, C. D. Miller, George Quinn and John Williams.

William C. Bendel Honored At Retirement Banquet

William C. Bendel, Superintendent of Equipment and Overhead Lines, retired on March 16th after over 37 years of service with the Railway.

The popular executive was honored at a banquet at the Sir Francis Drake Hotel attended by some 300 of his friends. He was presented with a number of souvenirs of his long service with the city, including a badge entitling him to life-long privileges as a Sidewalk Superintendent, a scroll from the Public Utilities Commission, and a framed cartoon drawn by Artist Charlie Reed. The final gift was a check with which to buy a television set.

City Attorney Dion Holm was a most delightful toastmaster. Other speakers included Commission President Philip F. Landis, Utilities Manager James H. Turner, Railway Manager William H. Scott, Hetch Hetchy Manager A. O. Olson, Superintendent of Equipment C. D. Miller, and Superintendent of Garages Victor C. Peterson.

Mr. Bendel, who says he has the unique distinction of "never having been promoted," started with the City's transit system on its first day of operation, December 28, 1912, as a Master Mechanic in charge of maintenance of the 10 street cars then in operation. Since that time the number of Railway vehicles has passed the 1000 mark, and Mr. Bendel's duties as head of his department have grown accordingly.

As superintendent of the Railway's maintenance department, Mr. Bendel has been in charge of all shops and garages, the cable machinery unit, overhead line department and the power distributing system. He has been responsible for the maintenance and repair of all rolling stock, and his recommendations have been closely followed on the purchase of most of the equipment now in use throughout the system.

Members of the Banquet Committee, who arranged the very impressive and enjoyable affair, were Charles D. Miller, Victor C. Peterson, Francis E. Smith, John Williams, Robert P. Clarke, A. Raymond Duffee and James M. Leslie.

Sutro Division

Our former reporter, Miss *Maybelle Paetzel,* is now working at Geary. Pat always does a good job and we miss her at Sutro Division. . . . Motorman *Patrick J. Murphy* looks like a new person since his recent illness; a little surgery and rest does wonders for some. . . . Conductorette *Ida M. Kime* is the sole survivor among the female sex at Sutro—all the other gals have departed. Wonder if she's lonesome! . . . Rumors have us all departing for other points in the very near future. We wonder? . . . Conductor *Harry Araboglou* is taking a long rest on his ranch at Vacaville. . . . Motorman *Herbert G. Franklin* is convalescing after a serious operation, and we are happy to report he is improving rapidly. . . . Some of Sutro's finest have left us, particularly from the Shop Department. *Mike Radom* and *J. Garrens* went to Presidio; *T. Norton, M. Hughes* and *C. Ferguson* to Potrero; *J. Maughan, F. Marlowe* and *A. Brown* to Geary; and *O. Johnson* to Geneva. Best wishes for your future success. . . Conductors *Milton L. Palmer, Martin Flathman* and *Martin L. Deane* returned to Sutro after a very brief stay at Geneva Division. Welcome home, fellows.

(The above column marks the return of Harry Franklin to our reporting staff. We're happy to welcome him back. At the same time we're sorry to lose Pat Paetzel, who has served so faithfully.)

Magazine Article Tells of Railway Men Who "Turned Other Cheek" to Their Tormentors

(Our Municipal Railway employees have been taking a lot of knocks, but they also get some compliments now and then. The following article is reprinted from Fortnight magazine and tells of the two Chronicle reporters who set out deliberately to arouse the resentment of our men, but who were met only with courtesy and patience instead. This write-up could be an excellent start toward creating a nation-wide reputation for our transit employees—a reputation that would be a source of pride to residents of San Francisco and of pleasure to visitors.)

WHEN an official of the SF Municipal Railway Company made a report last fortnight citing the public's increasing impatience with "surliness, sarcasm and general antagonism" on the part of motor coach drivers, the *Chronicle* assigned two reporters to look into the situation. Their orders were to be as obnoxious as possible to the bus drivers to see what would happen.

The only thing reporters George Draper and Dick Hemp could conclude was that they had picked the wrong day. Witness:

Draper got on a crowded bus and handed the driver a $10 bill to pay the 10c fare. The driver said he didn't have change. A little old man standing nearby insisted the reporter accept a dime from him to solve the problem. He was so insistent Draper had to take it. And when the old man got off the bus, Draper followed him and gave him his dime back. "He seemed a little disappointed."

Draper tried to give the $10 to a second driver, who said his change box was virtually empty. But, he added courteously, "If you take the bus right behind me, sir, that fellow can change your ten bucks because he's been working all day." The following bus driver took the bill, brought a handful of assorted change from his pocket, and gave it to the reporter. "How do I know that's ten dollars? How do I know you haven't short-changed me?" Draper snarled. The driver paid no attention. Draper stood there for the time it took to count all the change and then said, sarcastically, "I'm surprised. It came out right to the last dime." The driver simply ignored him.

Hemp had a seat near the driver when a fat woman got on, burdened with packages. She glared at Hemp for a while, but the reporter wouldn't give up his seat. The woman complained to the driver. "Lady," he said, "he paid 10c, same as you did. He's got as much right to that seat as you have."

Soon the much-encumbered passenger got a seat across the aisle from

Hemp. The reporter went to the driver and complained that the woman was carrying ill-smelling packages of old fish or something. In almost fatherly fashion the driver whispered, "Look here, fellow, she's going to get off in a few blocks. In just a little while she'll be gone."

One conductor on a trolley headed toward Twin Peaks was asked, "Tell me, my good man, are we heading for the Ferry Building?" The conductor, though busy making change and issuing transfers, said, in an Irish brogue, "This is the wrong way, sir. You'll have to take a car back the other way." And when the reporter got off he said, "Now take care of yourself crossing Market."

Their whole tour of duty on the Muni lines was like that. It made a story all right—but scarcely the one they were looking for.

Office Chitchat

Congratulations to *Merlin Henry*, head of the Timekeeping Department, who received his appointment as Chief Clerk last month. . . . Most exciting news in a long time was that of the marriage of *Bess Ogilvie* and *Paul Frasher* of the Accounting Department. They received a stack of lovely wedding presents from their co-workers including an electric roaster, coffee table, end tables, dishes and lace tablecloth. No more secrets, please Bess! . . . Traffic Checker *Thomas Dolan* became a proud papa again, and *Thomas Malharas*, another F65-I, accepted a general clerk's call in Finance and Records at the City Hall. . . . *Marie Callan*, our likeable phone girl, has transferred to the City Attorney's office. . . . The boys at Accident Prevention (including *Bill Ratto*, *Dick Griffin*, *Bill McRobbie*, *Duke Wormuth* and *Clarence Lahey*) must be pretty rough on stenos; the first one lasted a day and the second one gave up after a week. What do you do to 'em, fellows? . . . *August Virden*, a B222, has come to the Trip Sheet Department from the Assessors; *Konami Fujita* is a new addition to Schedules; and *Marion Simpson* has joined the Personnel staff at Geneva. . . . *Edna Wilkins* spent an exciting fortnight in the Hawaiian Islands, traveling by air both ways. . . *Helen Collins* was away for a while but has returned to her desk; *Kitty Donohoe* will be back soon. . . . Accounting's high-rollers, the surprise of the Municipal Bowling League, ended up the season only one game out of first place. The Sheriffs led the League, with Accounting and Fire Department No. 1 tied for second place. . . . We are sorry to hear that *Harry Cooley* has been so ill.

Correction, Please!

We ran an address list for the Division Offices last month, and while it was intended primarily to show the changes that had taken place due to the dispatcher's sign-up and the opening of the new Presidio Yard, we had a lot of repercussions because the list was so incomplete.

We hasten to add that it was not our intention to slight the many men in supervisory positions who are located at the various divisions.

However, in order to get back in the good graces of our readers, we will try at the first opportunity to present a *complete* list of offices and supervisory personnel throughout the Railway

THE PUBLIC APPLAUDS

THE COURTESY AND EFFICIENCY OF THESE MUNICIPAL RAILWAY EMPLOYEES

Following are excerpts from letters written by pleased customers.

Emanuel Bennett, Geneva. "Dear Mr. Bennett, Thank you for the ice cream. It was very good. We like to ride with you on the 'J' car." (From 24 pupils of the Kate Kennedy school who received ice cream cones in token of their excellent conduct while on his car. The incident was written up in Herb Caen's column in the Examiner).

George Tanzer, Ocean. "Thank you for your courtesy to me in paying my fare. It was very gracious and I appreciate the way you did it."

Kenneth Cruise, McAllister. "He always has a pleasant word for each customer and is very helpful to the person from out of town. I heard a Marine and his wife saying that if all San Franciscans were like this driver, San Francisco must be a friendly town."

George Sample, Geary. "I had to stand the whole distance and it was a wet night, and yet he managed the car so beautifully I didn't have to hold on but could balance on my two feet."

L. B. Delaney, Sutro. "A lady passenger dropped her coin purse when paying fare. The contents spilled on the platform and out onto the street. The conductor stopped the car and cheerfully assisted the lady in picking up the coins before proceeding."

Arthur J. Grabinsky, Mason. "This operator knows how to handle the cable car so well he can bring it to a stop without the least jolting of the passengers and also can start the car without any jerking. Never have I witnessed such a smooth performance."

Martin E. Baker, Presidio. "As the elderly gentleman stepped on the bus his shopping bag broke and the purchases scattered over the floor and steps. The operator got down, picked up the packages, and realizing the bag was no longer usable, took a newspaper and wrapped them in it. When the passenger was ready to get off, the operator helped him down to the sidewalk, then gathered up the cumbersome package and laid it in his arms.

Alfred Fleming, Utah. "A woman backed her car without warning right into the path of our bus, and we were saved from a bad accident only by the quick thought and action of Operator 1931. He managed to swing his bus to the side and missed the woman's car by inches."

Peter Economu, Ocean. "The street car was stalled and we passengers were beginning to feel grumpy and irritable when a bus came along on its way to the car house. Seeing our predicament, the bus driver permitted us to pile on his bus and commenced to take us home. 'You'll have to tell me where to let you off,' he says, 'because it's a long time since I was on the K line and I'm unfamiliar with the stops.' Well, after this we all began smiling again and by the time we were home everybody was feeling fine. Please let him know that his passengers that night appreciated the ride."

Harry J. Garabedian, McAllister. "Never heard him take a fare or transfer without offering in return a genuine 'Thank you.' Neither has he ever failed to wish a passenger 'Good night' when he stopped the bus for disembarking. In the matter of helping newcomers to our rather confusing neighborhood, his patience and good nature also were noticeable. His neat appearance is a pleasure to see."

Leroy J. Fowzer, Potrero. "We have all come to like the Collector very much for his courtesy, alertness and efficiency while on that safety zone collecting fares. That young man has won our hearts with his perpetual smile and a howdy to all who arrive there on the way home—a real gentleman. He gets his passengers on the cars so rapidly and has these cars dispatched and on their way and is ready for the next one."

Others commended were: *Emmett Lavin,* Potrero; *C. R. Cunningham,* McAllister; *Amos Reddick,* Potrero; *Laurence Kosar,* Presidio; *John Marcelli,* Geneva; *Howard Welch,* McAllister; *James Beatty,* Presidio; *Walter Schilber,* McAllister; *Harold Wilson,* Potrero; *Theodore Arditi,* McAllister; *William H. Franks,* Utah; *W. J. O'Neill,* Geneva; *Frank J. Scheifler,* Inspector; *Jack R. Burgess,* Potrero; *Herlest Eastman,* Potrero; *R. T. Conrow,* Potrero; *Matt J. Jasper,* Potrero; *Francis F. McManus,* Potrero; *Curtis E. Green,* Ocean; *J. E. Smith,* Ocean; *Cecil Johnson,* Ocean; *E. J. Mullane,* Potrero; *Neilo R. Elvander,* Potrero; *George E. Blue,* Ocean; *Joseph D. Allen,* McAllister; *Dario G. Giuntini,* Potrero; *Joseph W. Lang,* Potrero; *Norman Long,* McAllister; *Joseph Monteleone,* Potrero; *Julius Paslin,* McAllister; and *Roderick E. Betts,* McAllister.

This distinguished group has completed the Supervisory Training course which is being offered at Potrero Division to all supervisory personnel throughout the Utilities. Seated clockwise around the table are Head Clerk Paul Frasher, Accounting; Head Clerk Earl Southard, Stores; Chief Clerk Alfred Felder, Claims; Instructor R. M. Winfield; General Foreman Ed Brown, Line Department; Chief Clerk Earl Ryan, Transportation; Chief Clerk Merlin Henry, Timekeeping; Chief Clerk John J. Lyons, Purchasing; Superintendent of Cable Machinery Frank Doyle; and Superintendent of Garages Victor C. Peterson. Absent due to serious illness was Foreman Carpenter Tommy Thomas of Elkton Shops.

MR. PAUL OPPERMAN
DIR. OF PLANNING
100 LARKIN ST.
CITY 2

POSTMASTERS:
Forwarding or return postage, or notification (with key) on form 3547 guaranteed
TROLLEY TOPICS
2301 San Jose Avenue,
San Francisco 12, Calif.

Sec. 562 P. L. & R.
U. S. POSTAGE
PAID
Permit No. 4632
San Francisco, Calif.

MAY 1 1950

What A Disposition!

(A Bus Driver Thinks It Over)

That's what they used to say about me. "What a disposition that guy's got." I heard them. In fact, they made sure I heard them. You see, I used to blow my top every once in a while, like a couple of months ago.

You know how it is when you're driving a bus sometimes. Nothing goes right. Traffic's heavy. You're starting and stopping all the time. Everyone seems to hold you up. People have nothing but big bills, and they're slow getting on and off and they're all asking for some kind of information.

Well, I landed on this fellow a couple of months ago when he gave me a transfer four stops beyond the transfer point. He didn't look like a chiseler, so I could have soft pedaled and still got my point across about not being able to accept the transfer because the stop wasn't a transfer point. But the way I was feeling I read him off.

Well, he got burned up too. "At least you could be polite about it," he answered. "I'm new here. I'm just in from Ohio. It's my first ride on the MTC. And I'll never forget it." Then as an afterthought, he asked, "Do all Miami Bus drivers have dispositions like you?"

Of course, I felt a little foolish then but I wouldn't back down. "How'd you like to drive a bus in and out of traffic during the rush hour," I shouted back, "trying to make a light and change bills with all you people crowding around me like this?"

"You can bet they're not up here because of your magnetic personality," he snapped.

Just then a cute red headed girl standing beside him said, "Better save your breath. I've been riding with him for nearly six months now and I haven't seen him crack a smile yet. He probably never will unless he gets overtime for it."

That's when I decided I'd nothing to lose by keeping my temper, by trying to be friendly, by even smiling a bit now and then.

No kidding, it works. Maybe it's just my imagination but I don't feel nearly as tired as I used to going home these nights. And I've been getting a real kick out of the job. Of course I've had plenty of reason to lose my head since. But after I cool off I generally find there are two sides to a story—just like the fellow from Ohio not knowing about transfers.

And want to know something? That little red head's been smiling back at me these days when she gets on the bus. "How come you never used to smile, before?" she asked me yesterday. "You're really not bad to look at when you show your teeth like that."

—Miami Transit.

There have been a lot of guesses made as to the capacity of the new trolley coaches, but in order to get an accurate count, the Geary office staff turned out to put on an actual demonstration. In the upper picture are the 100 persons who were loaded onto the coach without using any of the space in front of the red line. For purposes of comparison, the group then climbed aboard a street car, and it was discovered that the street car would hold approximately 140 persons. In other words, it will take 1.4 trolley coaches to displace one street car during the peak hours.

TROLLEY TOPICS
MUNICIPAL S.F. RAILWAY
CHAS. L. REED
olume 5 MAY, 1950 Number 5

SERVICE IMPROVEMENTS NEEDED, SAY 90% OF OUR PATRONS

POLL SHOWS OPERATORS RATE HIGH ON COURTESY, SAFETY AND GENERAL COMPETENCE

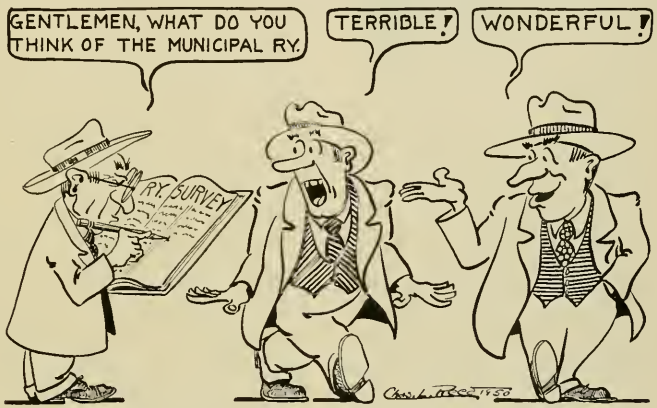
Nearly 62 per cent of San Franciscans use municipal transportation and of these 90 per cent believe service on their lines could be improved in some way, according to a 4000-interview survey which has been completed by the J. Walter Thompson Company.

Principal ways in which service could be improved include the addition of more cars and buses, better scheduling (less bunching), and more express service, say our customers. Passengers also complained about the condition of some of the equipment, with particular emphasis on ventilation. Only three per cent of those interviewed specified better drivers as a requisite for improving service on their particular line.

In fact, one of the most pleasant results of the survey was the showing made by our transit operators. Platform personnel received high passing marks on courtesy, safety and efficiency. There was some criticism, however, for failure to call streets and unwillingness to wait at transfer points. It was also apparent that while our passengers felt that the personnel were doing a better than average job, they could still see room for improvement.

The survey was based on 4,000 interviews with residents of San Francisco and suburban communities who have occasion to use the municipal transit system frequently. The men and women interviewed included 3,500 working people or others who travel to and from their homes daily. An additional 500 interviews were made with housewives or others who make less frequent use of the railway. The interviews were allocated so that various types of business and various sections of the city were represented.

While it is impossible to reprint the entire report, following is a summary of the findings of the survey.



Division of Respondents by Types of Transportation Used

Municipal transportation is used by 61.6% (2,465 of 4,000); 22.2% use private car, company car, taxi or jitney; 10.7% walk, and 5.5% ride the California or Hyde Street Cable cars.

Of the 2,465 respondents who use Municipal transportation to get to and from work, 60.2% use one line exclusively and 39.8% use more than one line and sometimes more than one type of vehicle.

Length of Travel Time

Peak travel hours in the morning are from 7:00 A.M. to 8:45 A.M. During this period 78.8% of the respondents leave their homes for work. The high points within this period is from 8:00-8:15 A.M.

Peak travel hours in the evening are from 4:30 P.M. to 6:15 P.M. when 79.5% leave their office for home. The high point within this period is 5:00-5:15 P.M.

Changes in Municipal Service on Respondent's Line

Six out of every ten (59.1%) Municipal riders have noticed some change (in equipment, routes, schedules, etc.) during the past year. 38.6% have noticed no change and 2.3% are uncertain whether there have been any changes.

Changes in type and number of vehicles were noticed by the largest number of respondents (58.2% of 1436 who reported a change). Other major changes noted were: changes in service and schedules, changes in routing, changing in condition of equipment (including cleanliness, ventilation, etc.) and changes in attitude and ability of personnel, etc.

As a result of these changes, a little over half (52.6%) of those noticing a change think the service has improved; 30.7% think the service has grown worse, while 16.7% feel the changes have not affected the service either favorably or unfavorably.

Principal ways in which the transportation was reported as improved are that it is faster (mentioned by two-thirds—63.7%—of those who think he service has improved), less crowded and more frequent.

The garagemen at 24th Street have more or less "adopted" little Sandra Woods, daughter of the late Phillip Woods, who was killed in an accident at the garage last fall. The men presented a substantial check to the widow at the time of Mr. Woods' death, and after little Sandra arrived in February, they wanted to do something for the baby too. Ed Amiot and Clarence Kriens were elected to deliver the gift, and they made friends both with the baby and with her sister, Susan, while they were there. Mrs. Woods is putting the gift into bonds to provide for Sandra's education later.

Principal ways in which the transportation has grown worse are that it is slower (specified by 43.6% of the 30.7% who think the service has grown worse), too crowded, and poorly scheduled (bunching).

Suggestions for Improvement

10.0% of the Municipal riders are completely satisfied with the service on the lines they ride regularly. 90% believe service on their lines could be improved in one or more ways.

The principal way in which people feel the service on their particular line could best be improved is by adding more cars or buses. This improvement was mentioned by over one-fourth (26.0%) of the respondents who mentioned an improvement. A variety of other possible improvements were mentioned—no one by more than 8% of the respondents.

Improvements During Past Year Over Entire System

One-fourth (23.1%) do not consider that the Municipal Railway System over-all has improved in any way during the past year.

Of the 76.9% who have noticed improvement in general, the largest number (33.5%) attribute this improvement to the addition of new equipment, notably trolley buses (16.0%). 14.2% think the service is faster.

Complaints

Principal complaint registered by all Municipal riders was insufficient equipment. Slightly over one-third (34.7% of 2042) mentioned this fault.

Second in importance was the condition of the equipment, mentioned by 23.0%. Over half of the complaints in this category concerned poor ventilation in motor buses.

Fares

All Municipal riders are aware that the current fare is 10c.

More than two-thirds (69.6%) think this amount is about right; one out of three (29.7% think it is too much and less than one per cent (.5%) think it is too little.

Zone Fares

Two-thirds of the Municipal riders (66.2%) are against a zone fare in San Francisco; 18.3% favor such a fare and 15.5 have no opinion.

Transfer System

The transfer system is apparently clear to most riders. 81.9% report that it has been explained satisfactorily. Only 13.9% do not clearly understand it.

Relation of Municipal Railway System to Real Estate Values

About one-fourth (27.2%) of the Municipal riders we talked with are San Francisco property owners; 72.3% do not own property within the San Francisco city limits.

However, 70.2% are aware that the Municipal Railway System has a bearing on real estate values.

Respondents Using Other Forms of Transportation Than the Municipal Railway

About one-third (32.9%) of the respondents use some other form of transportation than the Municipal Railway or the California-Hyde Street Cable car to get to and from work.

22.2% of the respondents ride in private or company car, jitney or taxi; 10.7% walk.

Among those now either riding in automobiles or walking, the average length of time this means of transportation has been used is 6 years. Over half of the automobile riders and walkers formerly rode street cars or buses.

How Present Non-Riders Reported They Might Be Influenced to Become Municipal Riders Again

Over one-third (34.4%) of those who had formerly used street cars and buses said that nothing would influence them to use this means of transportation again. However, 4 out of 10 (39.6%) people who are not now using Municipal transportation indicated a willingness to return to this form of transportation if certain improvements were made. The remaining 26.0% would return to Municipal transportation only if they were forced to by uncontrollable circumstances.

Cost of Automobile Transportation

Automobile riders estimate that it costs them an average of 51.9c a day to ride to work.

We Need More Riders

The survey reported in the accompanying article was conducted as a preliminary to an information campaign to gain more riders.

The Railway desparately needs to improve its financial condition. The threat of private ownership can be revived at any time, and if we are to continue to enjoy our benefits as municipal employees, we must make every effort to make a success of our business.

Just one extra passenger per trip would do a great deal toward solving our financial problems. Remember that fact every time a passenger boards your bus, and see if you can't coax him into being a permanent customer. If you can convince him that we are deserving of his patronage, he'll be back for more rides. He'll certainly be a lot more anxious to trade with us if we are considerate and courteous in our manner of dealing with him.

Don't hesitate to spread the word about what the Railway has to offer in the way of safety, economy, freedom from driving care.

We need some live wire salesmen to back up the promotion campaign that is now under way. We can all help —office and shop employees as well as platform personnel. We've got a job to do. Let's not wait until it's too late.

Our Accident Prevention Department reports that we have 410 transit operators who have had no accidents whatsoever on their records since the start of the National Safety Award program last November. Naturally, non-chargeable accident will not disqualify employees in the contest, but we are especially proud of these men who are so alert that they avoid even the non-chargeable kind.

Why Don't We Have Enough Buses During Rush Hours?

One of the big headaches of any transit company is the problem of having suffiicient equipment for the rush-hour load.

"Well, that's simple," says the average rider. "Just put on some more buses. We get pretty disgusted being packed in like sardines every night."

Unfortunately it is not that simple to correct the situation. No transit company can possibly afford to have sufficient equipment to handle comfortably the four peak hours of the day and at the same time keep most of that equipment idle during the other 20 hours of the day.

In fact it's even difficult to provide STANDING room during those peak hours.

Rush-hour service is expensive service. If we could carry an even load throughout the day, we could get along with about half the equipment we now have.

And that equipment is expensive. Our new coaches cost around $17,000. The new P.C.C. cars were about $27,000. If we are going to make that equipment pay, we have to keep it in service as much of the time as possible.

That's why it's impossible to purchase still more equipment for the rush-hour loads. If we did provide all the vehicles that people want during those hours, we'd have to charge a fare so high that soon we wouldn't have any customers.

The San Francisco News gave some of our Potrero bus operators a chance to explain a few of their grievances in an article which appeared last month. The men got quite a load off their chests, and told Mr. Fixit about many common habits of the passenger which cause delays and annoyance. Among others they mentioned the "Rock of Gibraltar," who blocks the front aisle and won't let other passengers through; the "chiseler," who tries to get aboard without paying his fare or with an illegal transfer; the people who don't bother to look at the destination signs; etc. (At left) Driver Robert Pomeroy registers dismay because the "lady passenger" (T. J. Boer) has to search through entire knitting bag before finding fare, and (at right) some of the operators displaying how tough it is for boarding passengers to get on the bus when alighting passengers want to use the same door. The faces which could be identified include Operators J. G. Barclay, R. A. Herbst, John Deasy and E. J. Mullane. (Pictures courtesy San Francisco News.)

Geneva-Ocean Division

Harry Brasesco, our golf champ, recently won a handsome trophy in the City golf tournament. Congrats. . . . A bus driver usually doesn't have time for hobbies, but *Chester Ham's* hobby is repairing watches, and *Dave Prescott* takes radios apart in his spare time—also puts them back together. . . . *J. Markham's* hobby must be his work. He is a handy man, and you will see him cheerfully driving either a bus or a street car on any route. . . . *Mike Scannell* thought he would like variety and is bucking the extra list again after 30 years. But he says, "Never again!" . . . Operator *Freddie Jackson, Jr.,* was married Sunday, April 30th, and he and the new and beautiful Mrs. Jackson left for a brief honeymoon. Congratulations and best wishes. . . . *Warren Jester* sure likes cake. His wife should be champion of California cooks. Just ask Warren for a sample. . . . *Tom "Low Gear"* Gowanlock is back on the No. 18 line. We hope the weather stays clear. Seems Tom doesn't like the fog. . . . A familiar sight on the Excelsior line is *L. Lowry*—going around in circles. . . . By appointment, *Walter Larson* and *Louis (Wimpy) Jones* will be in the Schedule Department for the next 60 days. . . . Conductor *Al McGrath* is recuperating nicely from his accident and is back working every day. . . . Fishermen, attention! Watch out for Motorman *Alex Stephens* (Game Warden), who is now practically a fixture at Fisherman's Wharf. . . . Instructor *W. Croteau* has a really nice smile when he puts a zero on the Accident Board. Let's keep him smiling.

24th Street Division

Operator *Willie Benken* passed out the cigars to commemorate the arrival of his new baby son, and judging from the beam on Bill's face, everything must be well with Mrs. Benken and son. . . . We were all sorry to see our old-timer, *Sam Wade,* turn in his numbers to retire from Service. After a very colorful life of driving some of the best racing cars of his time, Sam became one of the initial motor coach operators when operation "A" became practical. Sam has earned the respect of his many admirers, both for his exceptional courtesy and capable driving ability. . . While passing out the bouquets, we would all like to say Congratulations to Operator *Lin Peterson* and his new bride, who tied the proverbial knot with pomp and ceremony in the big church atop Nob Hill. This was followed by the usual festivity in the home of Operator *Claude Boyde* where a gay and hilarious time was had by all. (Not the dispatchers!) . . . Operator *Charles Price* spent his vacation in the Capitol City, presumably hobnobbing with one of his State Senator friends. . . . The feud between Operator *C. E. McPherson* and *Florencio Rodriquez* still continues. Rodriquez insists on making McPherson jealous with an array of new suits, which he displays daily in the gilley room. Looks like we will have to take a collection to rig McPherson up with some new togs! . . . Relief Dispatcher *Kenny Watters* spent his vacation in and around Arizona. The picturesque postcards received at the Division indicate a jolly fine two weeks.

Passengers Rate Service on Some Specific Points

"How would you rate the service on your particular line on the following specific points?"

The answer to this question should be of particular interest to our personnel. It is obvious that the public thinks well of the transit operator, but there is still a lot of room in the "Excellent" bracket for those who'd like to make the grade.

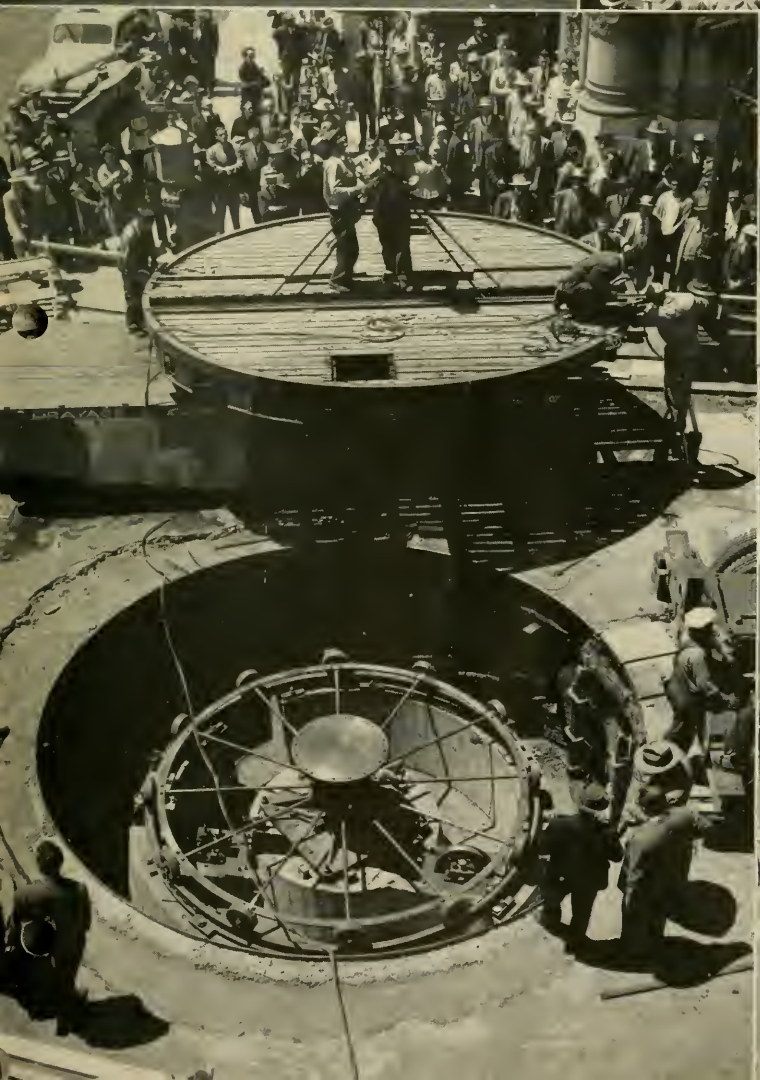
	Per Cent
COURTESY OF OPERATORS	
Excellent	23.7
Good	50.0
Fair	19.6
Poor	5.5
No opinion	1.2
WILLINGNESS OF OPERATORS TO GIVE INFORMATION	
Excellent	20.1
Good	49.4
Fair	17.0
Poor	7.5
No opinion	6.0
ANNOUNCING STREETS	
Excellent	9.9
Good	35.5
Fair	28.5
Poor	21.9
No opinion	4.2
STOPPING WHEN SIGNALED	
Excellent	19.6
Good	54.8
Fair	14.4
Poor	8.7
No opinion	2.5
DEPENDABLE SCHEDULES	
Excellent	11.6
Good	40.6
Fair	23.4
Poor	19.3
No opinion	5.1
FREQUENT SCHEDULES	
Excellent	9.9
Good	39.0
Fair	23.6
Poor	23.1
No opinion	4.3
EVEN SPACING OF CARS	
Excellent	5.7
Good	22.7
Fair	27.6
Poor	39.8
No opinion	4.2
WAITING FOR CONNECTING CARS AT TRANSFER POINTS	
Excellent	4.6
Good	28.4
Fair	21.6
Poor	25.2
No opinion	20.2
STOPPING TO PICK UP PASSENGERS	
Excellent	13.2
Good	54.8
Fair	17.5
Poor	9.8
No opinion	4.7
DEPENDABLE EQUIPMENT	
Excellent	14.8
Good	54.3
Fair	19.3
Poor	9.2
No opinion	2.4
CARE IN LOADING AND UNLOADING PASSENGERS	
Excellent	13.5
Good	56.8
Fair	20.1
Poor	8.6
No opinion	1.0
COMPETENT OPERATORS	
Excellent	16.6
Good	60.9
Fair	17.0
Poor	4.5
No opinion	1.0
CLEANLINESS OF VEHICLES	
Excellent	9.7
Good	46.4
Fair	29.3
Poor	14.1
No opinion	.5
VENTILATION OF VEHICLES	
Excellent	5.1
Good	27.9
Fair	22.2
Poor	43.1
No opinion	1.7
CLEAR MARKING OF LOADING AND UNLOADING ZONES	
Excellent	11.9
Good	55.5
Fair	16.5
Poor	11.5
No opinion	4.6
SUFFICIENT INFORMATION ON ROUTES OF BUSES	
Excellent	7.5
Good	43.2
Fair	19.3
Poor	19.8
No opinion	10.2
SUFFICIENT NO. OF VEHICLES TO ACCOMMODATE LOAD	
Excellent	4.5
Good	27.7
Fair	25.7
Poor	39.2
No opinion	2.9

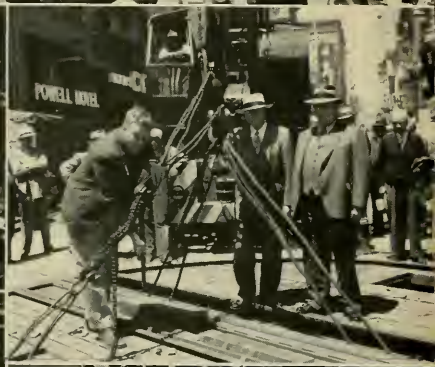
Geary-Presidio Division

To new Receivers *Maybelle (Pat) Paetzel* and *E. T. Schwab*, welcome to Geary-Presidio Division. . . . We also welcome all the new trackless trolley operators who came over with the No. 5 and 21 lines. Hope you like your new home. . . . Our deepest sympathy goes to the relatives of Conductor *Mendell Jaffe*, who passed away on April 11th. . . . Conductors *Clarence Mallet* and *Jack Watson* enjoyed their two weeks vacation. . . . Easter Sunday, with extra early morning service for the Mt. Davidson services, our Superintendent, *Al Schirmer*, had to get out early. We found out later he was Easter Egg hunting. . . . Receiver *Monty Varella* says he has been driving eight years without an accident, but how about that ticket he got a while back. Incidentally, Monty was getting ready to go home the other evening and found he had a large spike in his tire. . . . Since the change of dispatchers, Geary has *R. H. Moyle* as Day Dispatcher and *E. Dutcher* and *J. J. O'Neill* as Night Dispatchers. . . . Operators *Emmett Jackson, James Lye, Wilbur Marshall, Raymond Shiver* and *Edward Raymond* have been off on vacation.

The replacement of the old turntable at Powell and Market provided some spectacular scenes for photographers. On the opposite page are pictures showing the process of the construction. (Upper left) The old table, which had been in use since 1898, was lifted out at 2:00 a.m. on Monday, May 1st. (Upper right) Later in the morning, after the old foundations were removed, workmen started to tear out the crumbling brick wall and floor. During the 10 days before the new table was put in place, a new center anchorage and rail pier of reinforced concrete were poured, the wall around the pit was resurfaced, and all structural parts on which the turntable pivots were replaced. (Lower left) This view of the installation of the new table shows the new "spider" and foundation which were installed. The platform weighs about 18,000 pounds and was swung into place by a giant crane. Smaller pictures at right show table after it was put in place. (Above) Norman Hanson, Asst. Civil Engineer, releases the cables with which the heavy platform was carried. Railway Manager William H. Scott and Sr. Civil Engineer L. V. Degnan were on hand to inspect the new table. (Center) The following day carpenters installed the wooden planking to cover the surface of the platform. (Below) On Monday, May 15th, the cable cars were back in operation. They had been refurbished too with new paint jobs.

BANK of AMERICA
RIGGING.




POWELL HOVE

Improved Working Conditions Achieved By Friendly Labor-Management Discussions

The pact drafted during the recent series of labor-mangement conferences represented a real step forward in the handling of employee grievances. Additional turn-in time was granted to all trolley coach operators, conductors and motormen; working schedules are being revised to provide more straight runs, in conformity with the "Seattle pattern;" employees will be paid for time spent in completing unusual occurence reports; heaters and defrosters will be installed on coaches; and many other improvements in working conditions are being put into effect.

The list of 19 recommendations was drawn up by General Manager William H. Scott and Transit Consultant Marmion D. Mills, and was approved by the Public Utilities Commission on May 1st. Representatives of the unions who participated in the discussions were: from the AFL, Henry Mann, Charles R. Wood, J. L. Wilson, Lake Green, Ricardo Aragon, Edward O'Toole, Robert Comstock and Leslie Arnold; from the CIO, Henry S. Foley, John J. Sherry and Edward Coleman. The members from management included Mr. Scott, Col. Mills, Paul J. Fanning and Earl Rambo.

After the Commission had adopted the list of recommendations, President Philip F. Landis and Vice-President Sam McKee spoke briefly. In consideration of the policy shown by management, they asked that employees react in a spirit of cooperation that would reflect a real and definite service to the traveling public.

Following is a list of union requests and the recommendations of management, all of which were adopted by the Commission:

EMPLOYEE REQUESTS

1. (AFL & CIO) That all rules and regulations pertaining to the handling of personnel, including methods of preparation of time schedules, fringe allowances, etc. be reduced to writing.

Recommendation: Approved.

2. (AFL & CIO) Request for a minimum 10 minutes report time and 15 minutes turn-in time for conductors, trolley and motor coach operators, motormen and collectors regardless of the division.

a. Trolley and motor coach operators' request for uniform pull-out and turn-in time. Amount of time requested 25 minutes.
Recommendation: Approved. Time increased from 17 to 25 minutes.

b. Request that conductors be allowed 25 minutes for pull-out and turn-in time.
Recommendation: Time increased from 17 to 20 minutes.

c. Collectors (See main paragraph). Recommendation: No change; collector gets 19 minutes plus travel time.

d. Motormen (See main paragraph) Recommendation: Time increased from 7 to 10 minutes.

e. Relief within one block of garage or barn (10 minutes requested).
Recommendation:
1. Motor or trolley coach operators and conductors increased from 2 to 7 minutes.
2. Motormen allowed 2 minutes.

3. (AFL) That employees be paid for all travel time required by management based on running time between any given point in both directions where it is actually required by management.

Recommendation: Approved.

4. (AFL & CIO) Request pay for all time spent breaking in.

Recommendation: Approved. Three days has been considered as a proper basis to be used in allowance for training on new types of equipment. Where employees are directed by management to take additional time, employees will receive additional pay.

5. (AFL & CIO) That a regular man who has returned to the barn not be required to work other than his regular assignment except at his own wish other than cases of emergencies.

Recommendation: Approved.

6. (AFL) Request that platform employees including bus and trolley coach operators be treated like other city employees under the sick leave rule.

Recommendation: Approved. Management has no objection to any action toward amending the ordinance covering this.

7. (AFL) Request a consistent rule on vacation pay—8 hour day basis.

Recommendation: Approved; same as No. 6.

8. General and Divisional Sign-ups.

a. (AFL) Request a general sign-up annually and a divisional sign-up quarterly. Also a divisional sign-up in the event that the beginning or ending time, pay time or range time in any regular run is affected to the extent of 30 minutes or more or in the event the number of regular runs on a line is increased or decreased.

b. (CIO) Request four sign-ups a year, one to be a general sign-up.

Recommendation (1) That normal schedule changes be restricted to four changes a year consisting of one general and three divisional sign-ups. (2) That all schedule changes involving a change from one type of equipment to another will be made a general sign up. (3) That when a general sign-up is held, all system schedules will be posted in a central location and sufficient time will be allowed so that all personnel will have the opportunity

Conversions Necessitate More Trolley Coach Men

Representatives of both labor and management recognize the fact that the conversions to rubber-tired equipment have already absorbed most of the street car men who can qualify for the coaches. (See story of labor-management discussions on this page.)

However, there are still a large number of men who could qualify if they were willing to make the affort.

According to present plans, next January will see the conversion of the Sutter Street lines and the 30 (F) line to trolley coaches. The 47 (H), 12 and 38 (B) will follow during the year. This means that several hundred new trolley coach operators will be required.

The Transit Fleet Training program now being conducted at the Potrero Division permits railway employees to get some free preparation for the jobs which will be open in the future. The course, which is sponsored by the San Francisco Board of Education, consists of both classroom instruction and road training.

DON'T MISS THIS OPPORTUNITY. Those who wish to enroll in the classes should register at the Accident Prevention department, Room 7, Potrero Division.

to make their choice of runs in accordance with their seniority. (4) That where conditions on any line require an increase of service in between the regular schedule changes, that this will be handled with a new line sign up. (5) That when in an exceptional case it becomes necessary to reduce the service on any line in between regular sign-ups, a special divisional sign-up will be authorized. (6) Temporary changes in schedules not to exceed two weeks for the purpose of taking care of special events, etc., may be instituted without the necessity of holding a divisional sign-up.

9. (AFL & CIO) No employee shall be required to appear before the accident review committee, nor shall he be suspended before he has been interviewed by his division superintendent.

Recommendation: Approved.

10. (AFL & CIO) Heaters on gas and trolley coaches.

Recommendation: Approved; all new coaches will be equipped with a special "cab heater" alongside the driver.

11. (AFL & CIO) Defrosters on gas and trolley coaches.

Recommendation: Approved. This installation has been made on all later equipment, and a study is being made looking toward improvement of the method of defrosting.

12. (AFL) That operators of motor and trolley coaches be protected against the application of rules contained in General Bulletin No. 1247 in event that passengers in crowded coaches insist on standing forward of the red safey line painted on the ceiling of the coach.

Recommendation: Approved. Bulletin No. 1247 will be revised accordingly.

13. (AFL) Request that a bulletin board be placed in a definite location at each division where bulletins issued by management can be displayed. Further request that as bulletins are removed from this board that they be filed or pasted in a large book for the convenience of employees wishing to refer to them.

Recommendation: Approved.

14. a. (CIO) We should like the cooperation of management to bring about a 5-day week. We do not think that carmen should work 6 days a week.

b. (AFL) We request a 6 days per week basis. What we want is 8 hours a day, 6 days per week or a total of 48 hours per week.

Comment: Because of the apparent difference of opinion as indicated by these two requests, management makes no recommendation at this time.

15. (CIO) Extra men are getting starvation wages because of the lack of policy on the part of the Public Utilities Commission in regard to retirement.

Comment: An analysis of the payrolls for the last half of March indicates that extra men had an average work period of approximately 99 hours, which is well above the 80 hours agreed upon. (Last half of March was a 16-day period, and hours would be somewhat less during a 15-day period.) It is recognized that the conversion on March 19th has absorbed most of the street car men who can qualify to drive rubber-tired equipment and that the next phase of the conversion (due in January 1951) will leave certain men without work.

Recommendation: The Commission will initiate a study with Civil Service and the Retirement Board of a method of accelerating retirement to take care of under-age men who cannot qualify to operate rubber-tired vehicles.

16. (CIO) That the accident review committee should be abolished but that there be a complete investigation of accidents and complaints by division superintendents.

Comment: Pending a complete investigation, it is believed that the recommendation of management in Paragraph 9 of this report is sufficient action to take at this time.

17. (AFL) Request payment for time spent in completing the unusual occurrences report similar to that now being paid for accident reports.

Recommendation: Approved.

18. (AFL) Request that rule requiring passengers to place dimes in fare box be modified in those instances where the passenger attempts to pay fare with two nickels, a nickel and five pennies or 10 pennies which he hands to the operator and does not wait for the operator to hand back a dime for insertion in the fare box. In such instances, the operator should be allowed, himself, to drop the dime in the fare box rather than attempt to bring a passenger back from the rear of the coach to deposit his own coin.

Recommendation: Approved. Rule is being modified.

19. Timetables.

a. (AFL) That all night runs be straight runs, no split runs. A night run is defined as one finished after 7:59 p.m.

b. (AFL & CIO) Minimum of 50 per cent of all regular runs on each line each day to be straight runs.

c. (AFL) Minimum of 75 per cent of the total regular scheduled vehicle hours to be made regular runs.

Recommendations: Thirteen tables cut to approximate Seattle percentages have been prepared and have been generally agreed to be acceptable as a pattern to follow for the mid June sign-up. It is, therefore, recommended that all trolley and motor coach runs for the June sign-up will follow the approximate pattern shown on these 13 lines.

Shop Notes

Bowlers again hold the sports spotlight at Elkton Shop, and congratulations are in order for *George Nolan* and *Harry Andresen* for taking first and second prizes in the Municipal Employees Bowling League Sweepstakes, and for *George Anthony* and *Art Zimmer* for also winning a prize each in this event. . . . *Joe Farr* sent in a picture from the ranch where he is staying. He explains that he gave the name of "Tommy" to one of the pigs in the picture because this pig followed him around and watches him all day just like his foreman, *Tommy Thomas,* does when he is doing his work in the Elkton Mill. . . . The first of May marked the start of vacations for a number of shopmen, among whom were *Paul Andrieu, John Ginn, Dave Nelson, Joseph Peralta, Albert Schmadeke, Dennis Whitley, James McGarvey, Ted Nelson, John Nolan, Martin Duggan, John Bruno, Louis Jackson, Fred Newhoff, Charles Dowling, Charles Lombardero, James Franklin, James Harris, Arnold Hutchinson, Ivy Smith, George Johnson* and *Gust Fadis.* . . . Sympathy is extended to *Ray Wyatt* in the loss of his wife who passed away April 25th. . . . *Fred Cook,* our Superintendent of Motive Power, took a leave in order to fly back east to visit his daughter there.

POSTMASTERS:
Forwarding or return postage, or notification (with key) on form 3547 guaranteed
TROLLEY TOPICS
2301 San José Avenue,
San Francisco 12, Calif.

MR. PAUL OPPERMAN
DIR. OF PLANNING
100 LARKIN ST.
CITY 2

Sec. 562 P. L. & R.
U. S. POSTAGE
PAID
Permit No. 4632
San Francisco, Calif.

Let's Set a Good Example

We're trying very hard to educate the public to do the right thing—we want them to have their fares ready, to go to the rear of the bus, to exit by the center door, to forego smoking, etc.

For the most part our operators are

setting an excellent example. Ordinarily they make a definite point of moving to the rear of the bus and of getting off at the center door. There are still a few, however, who smoke while on the bus. And there are still some who don't show their passes as they board.

This last may not seem very important, particularly when the operator is in uniform. But even if he is in uniform, he should abide by the rule: BOARD BY THE SAME ENTRANCE THAT THE PASSENGERS DO AND PRESENT YOUR PASS.

It is inexcusable, of course, if the operator is not in uniform, because then, obviously, any observer may assume that we are letting some customers get by without paying a fare. No matter how well you know the operator or conductor, make a point of showing your pass. This applies to all office, shop and track employees. (Exception: the latter may enter the front gate of a street car if on duty with tools or equipment.)

You can do a great deal toward influencing the passengers if you board by the proper entrance, show your pass, and go quickly to the rear of the bus. Give the public a demonstration of what's expected of them.

Line Department

At a recent beer bust and get-together, *Ed Belasco* ate five roast beef sandwiches. This consumed one and two-thirds loaves of French bread as well as potato salad, celery and horseradish. . . . Almost everyone, especially the old-timers, knows *Jack Dunn*, and the standard greeting to members of the Line Department has been, "How's old Jack, and when's he going to retire?" Well, on May 1st, after some 13 years of loyal service, "Old Jack" has retired. Long a strong man in the Market Street Railway, he later played an important role in the new streamlined Line Department, and at retirement was the senior foreman in charge of the "butterfly" crew. The debonair gentleman warming Jack's seat on Truck No. 153 is *"Handsome Harry" Jones*. . . . An old friend and fellow lineman, *Angelo Ragona*, has returned to the Line Department after an absence of over two years. Seems like old times. . . . *Gwynn Bledsoe* didn't mind blistering all his fingers, but he sure hated to see that brand new screwdriver go up in smoke. "Why didn't they tell me it was hot?"

Our Sister Utilities

Congratulations to *Jay Hartman* of the 7th floor Engineering Department whose second daughter, Nancy Jean, arrived on April 14th. Also to *Bud Hitchcock* of Millbrae Engineering, who became the father of a 10 pound son on May 4th. . . . Frank Fields, who retired some time back, was in for a brief visit recently. He is now enjoying life at Hollydale Park on the Russian River. . . . Confirmed bachelor *Carl Cooper* of the Engineering Division suddenly announced his engagement. Must be Spring. . . . The Water Department party at Sigmund Stern Grove was a great success. Around 80 persons attended, and everyone enjoyed the delicious spaghetti and meatball dinner. Many thanks to the committee. . . . *Bud Stern* of BLH&P is sporting a new Studebaker. He says the pick-up is very good! . . . Congratulations to *S. Myron Tatarian*, who received his appointment as Assistant Superintendent, City Distribution, and to *John F. O'Marie*, who was appointed to the position of Assistant Superintendent, Peninsula District. Both the boys topped the lists in recent examinations.

Trolley Topics

Vol. 5 MAY, 1950 No. 5

CITY AND COUNTY OF SAN FRANCISCO
ELMER E. ROBINSON, *Mayor*

Published under direction of the
PUBLIC UTILITIES COMMISSION

PHILIP F. LANDIS, *President*

SAM MC KEE VICTOR S. SWANSON
EDWARD B. BARON DONALD A. CAMERON

ADELINE SVENDSEN, *Editor*
CHARLES L. REED, *Artist*
MARSHALL MOXOM, *Photographer*

REPORTERS

JIM LEWIS	KEN HOWARD
JOHN HURST	JOHN WHITNEY
JIM BITTLES	MARIE JACKICICH
MAYBELLE PAETZEL	VIC PETERSON
JOE KENNEALY	DOLORES SHEA
JIM LESLIE	MARY SWINNEY
DICK GRIFFIN	ELVEN WHIPPLEY
HARRY FRANKLIN	JACK WEHREN

Address communications to 1345 Turk Street, San Francisco 15, Attention Editor.

TROLLEY TOPICS

MUNICIPAL S.F. RAILWAY

CHAS. L. REED

Volume 5 JUNE, 1950 Number 6

PRESIDIO TROLLEY COACH YARD AT NIGHT

More Pictures of New Shop on Pages 4 and 5

MUNI RAILWAY EMPLOYEES RATE HIGH, SAYS COL. MILLS; PASSENGERS APPRECIATE THEM TOO

San Francisco's transit operators "stack up favorably against the employees of any transit system in the country," according to Col. Marmion D. Mills, Special Consultant to the Public Utilities Commission.

In a recent newspaper interview, Col. Mills stated that Municipal Railway personnel deserved a hearty pat on the back for their efficiency and courtesy. He said that every employee had passed the "10 penny test", which consisted of fumbling about in his pocket and assembling 10 pennies to pay his fare.

Col. Mills is not the only one who has championed the cause of the Muni employee. A number of letters have been received praising the conduct of our Railway personnel. Here are excerpts from some of the letters.

No Complaints

Several persons added their signatures to the following testimonial to the transit workers: "We, the undersigned, are tired of hearing the moans and groans about the Railway service and its operators. We have no complaint on the service in general, and we believe most of the complaints are made by those who ride only occasionally and then expect taxi service for a dime."

Helpful to the Infirm

A lady at the University Mound Home was kind enough to write in concerning the special service given the aged and handicapped: "Rumors have just reached me of complaints of discourteies by your bus drivers. We at the Home cannot see how it is possible. They are *more* than kind and thoughtful to *all* from the Home. They stop on their way back out here to let us off at our ramp entrance facing Bacon Street. *We* appreciate them."

Remarkable Patience

Another passenger wrote in to say that complaints were not always attributable to the driver, but that riders were sometimes to blame. "Riding the buses and street cars every day, I have an opportunity to observe these men at work trying to please the public, and I marvel at them and their patience. Believe me, my hat's off to all of them. I'm just a bit fed up with all this complaining about discourtesies, because the truth is the discourtesies are coming from the public and not the operators of our Railway system."

Cripple Assisted

Many commendations are received for the countless Railway employees who go out of their way to assist the afflicted. One such person writes: "I am crippled up from a hit run accident. At least 85 per cent of your drivers have been so kind to me, assisting me. It helps so much. Hope this will meet the eyes of those who have the nerve to tell me they don't have to do that work."

Sympathizes With Drivers

Here's another person who feels that the bus operator is more sinned against than sinning. "Have read the article in this morning's paper re the incivility of bus operators and in all fairness to them, I cannot allow it to go unchallenged. I travel on the municipal buses on an average of four times a day and have yet to encounter an operator who was discourteous or uncivil, even under the most trying conditions. In my opinion the bus operator has a hard row to hoe, and if the public would cooperate even to a slight degree, one would see tears of appreciation and gratitude well up in the eyes of the harassed operators."

Many Other Letters

These are only a few of the many letters along the same vein. It's obvious that we still have a lot of friends who feel that the Muni men are doing a good job. Let's continue to justify their faith in us.

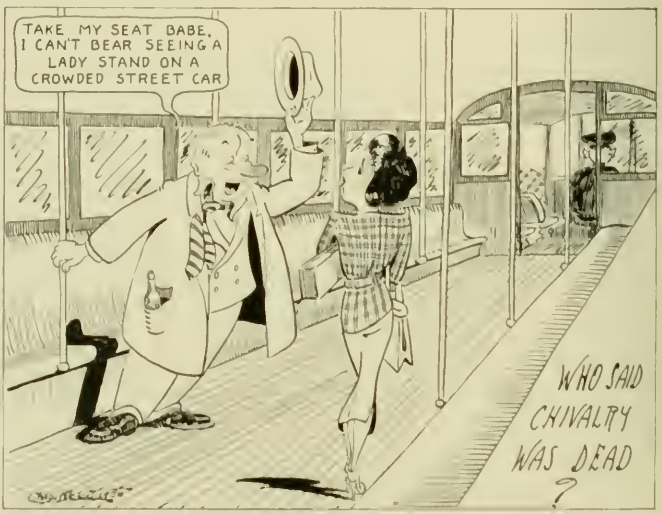
Be Considerate of Standees

There's a saying in the transportation industry to the effect that the seated passengers pay the operating costs of the vehicle, the standing passengers pay for depreciation and other expenses, and the passengers hanging on the outside represent the profit.

Maybe it isn't quite that bad. But it's certainly true that you can't operate a transit system at a profit without a lot of standing customers. Their fares help to compensate for the many times that the vehicle must run with only six or seven passengers aboard.

Let's try to make those standing passengers as happy as possible—treat them gently—don't shove them around. Most people are pretty good about standing as long as they're treated with consideration.

KEEP THEM AS HAPPY AS POSSIBLE. WE NEED THEIR BUSINESS.



There are lots of good ways to invite accidents, hut one of the best is the good old custom of pausing instead of stopping at arterial signs. You simply slow down to five or six miles an hour, have a quick look, then jam on the gas and forge ahead.

Lots of times you get through without any trouble. Particularly if the intersection happens to be clear.

However quite often there's a guy coming from either the right or left who may be half asleep because he knows the arterial sign is with him. Of course, if you both have good brakes, you'll still get by without a collision. There may be a couple of people on your bus who get knocked around a little as the result of your sudden stop. But then it may not be bad enough for them to make a complaint or send in a claim.

Then there's also the four-way arterial stop. You may figure that it's up to the other fellow to come to a complete stop. But possibly he's got the same idea you have. Judges have a way of figuring that both parties are at fault in a smash-up of this kind.

As a matter of fact, if we could just rely on the OTHER driver to do the right thing, we wouldn't have to be so cautious at intersections. But the habit of PAUSING at arterial signs has become so prevalent that the maneuver even has a name. It is known as the California Stop.

Actually Californians have no monopoly on the practice. It's widespread. And it's dangerous.

Remember! (1) Come to a FULL STOP at Stop signs. (2) Watch out for the amateur drivers who follow the "California" custom.

There's a story behind the cake that Operator Eddie Havens is looking at so hungrily. It seems that Mrs. Anita Phillips, who is presenting him with the cake, won a prize on the KGO "Good Neighbor" contest for writing a letter about Mr. Havens' kindness to his passengers on the 41 line. Mrs. Phillips thought that Mr. Havens should have an award too, so she brought him this beautiful cake decorated with the words, "Good Neighbor", and with his cap number. The boys at Potrero say the cake was just as delicious as it looks.

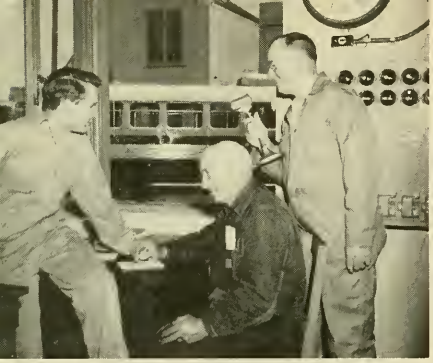
Geary Division

SPECIAL: Conductor *Samuel J. Forde* is getting married to a telephone girl. Our congratulations, Sam, and we know you'll be ringing in on lots of happiness . . . What do you think of *Vincent Fradella* seranading *Marian Deasy* on her way upstairs the other day? He sang, "I trusted you, dear; you won't be sorry!" . . . With a cheshire grin on his face, Operator *L. E. Howe* stepped to the receiver's window one busy day and asked *Pat Paetzel* if she could spare a few moments. Unthinkingly Pat said yes. Mr. Howe gave her a stack of pennies to count—$30 worth. See why receivers get gray hair . . . Too bad to hear of the death of Motorman *Alga V. Jones*. Our sincere sympathy to his relatives and many close friends. . . . Conductorette *Ethel Rutland* is taking a 15-day leave with her two week vacation and is visiting her old home town. Sure there is no romance, Ethel? . . . Operator *Vincent Duvall* took a trip to Mexico and came back with a big smile on his face. Must have seen lots of pretty senoritas.

(*Many thanks to Dispatcher Emery Dutcher who took over the reporting duties at Geary last month. He replaces Skip Sawyer, who was transferred to Geneva.*)

Potrero Division

Operator *W. J. Campbell* just returned from an extended vacation. Bill really went places: Chicago, Baltimore, etc. Believe it or not, the Hudson made the trip without any trouble. . . . Operator *Joe Fay* sure has the new look these days; those curly locks make a difference. Wonder who the lucky girl is who gave the permanent wave . . . Operator *J. L. Knudson* did just the reverse and had all his curls taken off; he was so sick over it he had to take a few days off . . . The operator with that winning smile is none other than *Charles S. Patania*. . . . Operator *Robert R. Blessing* is pretty nervous these days. We understand he is practising floor-walking in expectation of being a papa . . . Our Receivers, *Ray McDonald* and *Charles Oppenshaw*, are thinking seriously about going on a diet. They will probably cut down to about seven meals a day. They have our sympathy. . . . *John Connell*, our gracious custodian, is a great baseball fan and sure knows the winning team . . . For best results in color film, see *I. T. Smith*, who is spending his spare time these days in the darkroom or cellar . . . Shop Foreman *Jimmie O'Donnell* won a brand new Chevvy in a recent drawing. Such lucky people! . . . *Bob Williams* is planning to sign up with the San Francisco Seals. He makes a dandy short STOP. He is getting so well known that the newspapers are even giving him some good write-ups. Get in and STOP them, Bob.



In the control booth, Harold Stammerjohn and Bob Dini discuss the day's work while James Maughan talks into the loud speaker.

F. W. C. Smith is repairing a trolley pole in the main repair shop. The Store Room and Foreman's Office is at the far end.

Night men Richard Mc with Guy Galloway, v

Foreman Francis McQuaid checks a supply catalogue with Storekeeper Matt Dugan.

ANOTHER NEW TROLLEY COACH YARD

Presidio Yard Has Latest Equipment For Servicing Coaches

The new Presidio Trolley Coach Yard went into operation on March 19th. It is one of three major maintenance units which have been completed under the Railway's rehabilitation program. The fourth, Kirkland Motor Coach Yard, is expected to go into service in August.

At the present time, there are 78 Twin trolley coaches operating out of Presidio. The yard has a capacity of at least twice that number, and the 50 new coaches (with an option of 10 more) now on order from Marmon-Herrington will be stored there.

The Presidio Yard is one of the finest in the country. Every installation has been designed to provide the most modern, streamlined servicing of coaches.

Pits for the daily inspection will accommodate seven coaches at one time and are piped for chassis grease, oil and air. An automatic Wheel Alignment Indicator and a Live Body Detector have been installed in the pit area.

When a coach is in for major repairs, it is handled in a separate shop equipped with four hydraulic lifts, each of 36,000 pound capacity. There is also a small electric shop for the repair of electrical parts, a special steam room for under-chassis cleaning, a large store room, and other rooms for handling batteries, tires, oil storage, etc.

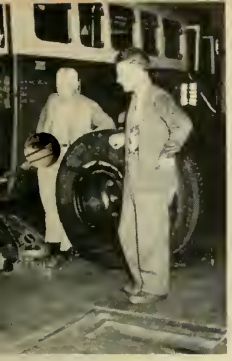
The pictures on these pages give some idea of the many operations which are carried on in the new yard.

The well-lighted and immaculate inspection building has three rows of pits. Coaches are inspected daily to check brakes, lights, steering, doors and other safety features.

Jack Gerrans and L. Holst are in the pit inspecting the trolley coach controls; Mike Radom is kneeling at the right side.

Carpenter Thomas Hurst fits a new pane of glass into the front door to replace one that has been broken during the day's run.

Charles Crutch and G dirt and grease from



Bob Burns dropped in for a chat eparing to install a rear wheel.

Janitor John Perry is behind the broom, and Mike Radom is at the switch signalling the proper lane for the coach to enter.

way use the steam hoses to clean side of one of the Twin coaches.

At the coach washer, Andrew Brown, W. Roberson and James Twyman use long brushes to insure a thorough cleaning job.

Accidents Down 22 per cent

During the first five months of 1950, accidents showed a 22 per cent decrease per vehicle hour over the same period in 1949. This remarkable record should be a source of pride to every Railway employee.

Accidents have been declining steadily since the summer of 1945. Traffic accidents have been cut about 60 per cent during that time. Passenger accidents do not show a comparable decline, however, and we need to concentrate on eliminating them.

Watch your passengers while boarding and alighting. Avoid quick starts and stops as much as possible. Most passenger accidents are minor in nature, but no matter how trivial, they are a black mark against the Railway's record and a black mark against YOUR record.

Sutro Division

The Extra Conductor's friend is *Herbert W. Worthington.* The least hint gets them his run at any time. . . . Anxious moments: when Motorman *Ashby Anderson* detours on his route home after finishing the first half of his run. This always rates an inquiry from Mrs. Anderson. . . . Conductor *Charles J. Bluecher* wrote from Mexico to say he is having a grand time . . . The biggest event of the year on the Bride and Groom program was the marriage of Marion A. Higuera to the lovely little blind lady from the state of Missouri, Miss Dolores Cable. Congratulations and the best of good luck to this charming couple. Conductor and Mrs. *Theodore O. Stevens* attended this wedding, as the bridegroom is Mrs. Stevens' son. . . . Motorman *James J. Pettee* resigned on June 4th to return to his old trade of leather cutter. . . . The shop department of our division resented the inference that the "cream of the crop" had left us to work at other car houses. Naturally some of our best are still with us (that's an apology!) . . . Conductor *Harry B. Cohn* is headed for Canada this year together with his wife, Belle, on his annual vacation trip . . . Golden Gate Fields is the destination of one *James F. Barrett,* which may be a costly vacation . . . Motorman *James J. Hynch* is to Motormen what *H. W. Worthington* is to Conductors.

What do you mean THE "NEW MUNICIPAL RAILWAY!"

Perhaps this gentleman hasn't tried our city's transportation system recently. Or—because changes didn't happen overnight—he may not realize how many improvements have been made.

Here, for example, are just a few of the steps taken during the past two and a half years of building your NEW Municipal Railway.

OFF WITH THE OLD
ON WITH THE NEW!

Remember the old, travel worn *Market Street cars? All* of them have been "retired." The old Municipal line cars have been or are now being modernized.

Motor buses 259 new and modern ones have gone into service during the past two years. And during the same period 280 smooth, quiet new *trolley coaches* have been added.

In all—your NEW Municipal Railway today has over 550 new, modern passenger carrying vehicles and many more are coming!

THE "NEW LOOK"..TOO!

Remember the dust and grime . . . the broken seats . . . the dirty, hard-to-open windows . . . the worn-off paint of the *old* railway?

Your new Municipal Railway not only has the smart "new look" of Cream and Green, it has new facilities for keeping clean and bright. Three brand new maintenance and service centers and others are being enlarged and modernized.

AND NEW STREET WAYS!

Remember the bumpy, jumpy street surfaces caused by old, worn-out tracks. They are mostly gone now.

During the past two years more than [illegible] single track miles of old street car rails have been removed and streets repaved from curb to curb!

AND BEST OF ALL NEW SERVICES!

What you've noticed, most likely, are the changes made in routings and in equipment. That story—and the reasons behind those changes—will be told here soon. But here now are some of the *important results*.

Since 1948—

50% less waiting time. On lines that have been converted from cars to motor buses or trolley coaches schedules have been stepped up—waiting time between vehicles has been cut in half!

75% increase in seating capacity. Yes, with new equipment and the faster schedules, your new Municipal Railway now provides seats for 75% more passengers during peak hours.

More homes served. Through new equipment and new routings, your new Municipal Railway now runs within two blocks or less of most San Francisco residences.

Your new Municipal Railway is something for you to try for yourself. We invite you to do that. *Public Utilities Commission, City and County of San Francisco.*

COME ABOARD—*Try Your NEW Municipal Railway*

San Franciscans are sadly unaware of what is happening to their Municipal Railway. According to the survey which was made last month, almost 40 per cent of them did not even realize that any changes had been made. It's a little disconcerting, after spending two and a half years and millions of dollars in a vast modernization program, to find that many persons have not even tried the greatly improved service. The advertisement shown here is the first of a series of weekly ads which are being run in all four newspapers in an attempt to acquaint the public with the NEW Municipal Railway. We all know that patronage has fallen off badly, and it is important to the welfare of the whole city of San Francisco that this trend be reversed. These ads will encourage the people to try our service. In the long run, however, it is going to be up to the individual salesmen who operate each car or coach to see that we hang on to the customers who give us a trial.

Office Chitchat

Lois O'Brien has returned to her desk in the Tab Room, having topped the recent list for Key Punch Operator . . . *Marian Deasy* and *Julia O'Brien* have been transferred to the Water Department in a fiscal year budget shake-up . . . Congratulations to *Will Menaker* and *Herb Bloom*, who made both lists on the Senior examinations . . . Captain *Remo DeLuca*, "*Wonderful*" *Farrell*, "*Dai Yee*" *Landi*, "*Poundin' Paul*" *Frasher*, "*Gusher*" *Cordini*, and *Johnny Lyons* are leading the Transportation Bowling League, currently rolling upstairs at Bagdad, Monday evenings at 7:30. "Anchor" Lyons had a fall and fractured his right flipper, so "Lionelli" will be out for the season. May he come back stronger than Citation . . . *Horace Hopkins* vacationed in Alaska, *Moe Stern* visited Richardson Springs, *Alvini Gianeschi* flew to Wisconsin; *Dorothy Johnson* returned to incomparable Yosemite; *Tillie Husk* and *Virginia Mary Smith* of Claims also took their annual holidays . . . *Con "Roi Tan" O'Brien* returned from his vacation with a hole in his head. Wha Hoppen? . . . Sergeants *Herbie Bloom* and *Clyde Onstot* are back from two weeks military leave spent with the Air Corps at Hamilton Field . . . *Dagmar Hausmann* just returned from her vacation in Carmel driving her brand new Chevrolet with a brand new driver's license . . . *Lena Seider* is also taking driving lessons and will be piloting her car to work any day now . . . The Geneva gang gave *Dorothy Jazuk* a lovely farewell party and lots of advice on child upbringing that will come in handy soon . . . *Elizabeth Colclough* won a beautiful television set on a recent drawing.

Sympathy

(We are sorry to report the deaths of the following fellow employees. Sincere condolences go to the families.)

Francis A. Carroll, General Clerk in the Dispatcher's Office at Geneva, died on May 27th after several months' illness. He entered the Market Street Railway as a Motorman on January 24, 1922, and received a disability transfer to the office in March of 1949.

George W. Hays, Geneva Motorman, died April 22nd in the Veterans' Hospital at Livermore. He was employed by the Market Street Railway February 4, 1919.

Mendell Jaffe, Geary Conductor, died April 11th. He had been off work since the first of the year, suffering from asthma. He was employed by the Market Street Railway July 24, 1911.

Alga Vernon Jones, Geary Motorman, died May 12th. He had been suffering from a heart condition for some months. He joined the Municipal Railway on September 10, 1917.

Stuart Peterson, Operating Engineer in the Cable Machinery Department, died May 30th. He had been with the Market Street Railway since June 17, 1919.

Bureau of Engineering

The Engineering Bureau can well act as a Travel Bureau too, because vacations have started off with a terriffic bang. For instance, you may ask *Alec Malley* anything about Arizona or Nevada or any minute details about Boulder Dam. Then if you're interested in Mexico, *Al Kritscher* can tell you everything from the correct way of drinking tequila to where the fish bite the best. Course if you want to buy a brand new Ford in Detroit, *John Carlson* is your man. He can give you the lowdown on every place from Chicago to the deep South, where there isn't a good mint julep to be had. But now if you're the intellectual type, come in and have a chat with *Roy Davies* about law finals. . . . If you like dangerous living, *Otto Heyer* can show you why glider flying will keep you from getting into a rut. He set a new record of four hours and 15 minutes in the air . . . Let's hope that *Ted Chung* predicted the weather for the Air Force at Hamilton Field (Reserve Training) much more accurately than our civilian weatherman. Talking about Reserve Training, *Julien Bardoff* just might feel at home up at Ft. Lewis, Washington, his old Alma Mater . . . Our little draftswoman, *Mae Chan*, has come to the conclusion that golfing involves a lot of walking, so she is concentrating on bridge . . . *Dan Lucey* is rabid on the subject of tennis and with good reason when he gets to the top in tournament playing . . . We have our welcome mat out to three new employees: *Joe Dienstag, George Woo*, and *Charles McKeel*.

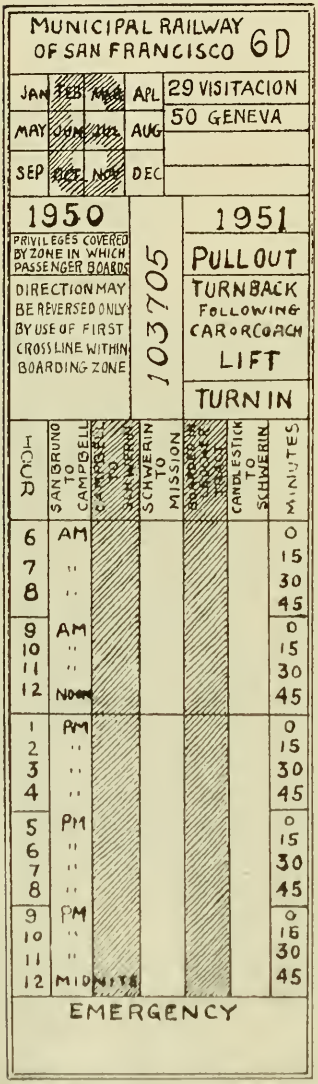
Another group of children from Pacific Heights school were guests of the Railway recently. After a tour of the dispatcher's office and Ocean garage, Operator Noel Johnson gave them a demonstration of how they should behave on a bus. Here are some of the points Mr. Johnson explained to them. (Upper left) Always have your transfers and school cards ready. The girl in center is showing what NOT to do by presenting crumpled transfer. (Upper right) Always go immediately to the rear of the coach; Mr. Johnson explained how much easier this made it for the driver. (Lower left) Exit by the center door; this makes loading so much faster at the front door. (Lower right) Always hang onto some support if you are standing in the bus; then if the driver has to stop suddenly, you will not fall.

POSTMASTERS:
Forwarding or return postage, or notification (with key) on form 3547 guaranteed
TROLLEY TOPICS
2301 San Jose Avenue,
San Francisco 12, Calif.

MR. PAUL OPPERMAN
DIR. OF PLANNING
100 LARKIN ST.
CITY 2

Sec. 562 P. L. & R.
U. S. POSTAGE
PAID
Permit No. 4632
San Francisco, Calif.

Introducing: New Transfer and New Sunday Tour Ticket



Your NEW Municipal Railway is offering other attractions beside new equipment, new services, and new bus yards. Here are samples of two innovations which will soon be in use—at left, the new "tear-off" transfer system slated to go into effect in the fall, and below, the Sunday pass, which will be put on sale July 2nd.

The new transfer is designed to be handled more easily both by the operator who issues it and by the operator who receives it. Transfer pads will be inserted into a metal frame fastened within easy reach of the operator or conductor. A sliding metal bar holds the transfers in place and allows the operator to tear the transfer at the proper time notations. There is also a moveable prong which will mark the transfer according to zone.

The new transfer system will give the passenger stop-over privileges which he did not have before, but it will also eliminate round-tripping which has resulted in some loss of revenue. Passengers will be permitted to reverse directions only when they do so within the zone in which they boarded.

The Sunday and Holiday Tour Tickets wil come in books of 10 and will sell for 35 cents each. They entitle the purchaser to an unlimited number of rides during the day. The month and date are to be punched at time of sale, and the ticket is then retained by the passenger. However it should be inspected carefully each time it is presented for correct date, month and color.

Trolley Topics

Vol. 5 JUNE, 1950 No. 6

CITY AND COUNTY OF SAN FRANCISCO
ELMER E. ROBINSON, *Mayor*

Published under direction of the
PUBLIC UTILITIES COMMISSION

PHILIP F. LANDIS, *President*

SAM MC KEE VICTOR S. SWANSON
EDWARD B. BARON DONALD A. CAMERON

ADELINE SVENDSEN, *Editor*
CHARLES L. REED, *Artist*
MARSHALL MOXOM, *Photographer*

REPORTERS

JIM LEWIS KEN HOWARD
JOHN HURST JOHN WHITNEY
JIM BITTLES MARIE JACKICICH
EMERY DUTCHER VIC PETERSON
JOE KENNEALY DOLORES SHEA
JIM LESLIE MARY SWINNEY
DICK GRIFFIN ELVEN WHELPLEY
HARRY FRANKLIN JACK WEHREN

Address communications to 1145 Turk Street, San Francisco 15, Attention Editor.

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

MUNICIPAL RAILWAY OF SAN FRANCISCO

Sunday and Holiday Tour Ticket

PRICE 35 Cents

GOOD FROM 12:01 A.M. ON DATE OF SALE TO MIDNIGHT
(NOT REDEEMABLE)

This Ticket entitles Bearer to an unrestricted number of rides on all Cars and Coaches operated by the MUNICIPAL RAILWAY. Ticket must remain in the possession of the same passenger during the entire trip and be exhibited to Conductor or Operator anytime on demand.

General Manager
MUNICIPAL RAILWAY

JAN.	FEB.	MAR.	APR.	MAY	JUNE
JULY	AUG.	SEPT.	OCT.	NOV.	DEC.

A

TROLLEY TOPICS
MUNICIPAL S.F. RAILWAY
CHAS. L. REED

olume 5 AUGUST, 1950 Number 7

NEW COURTESY AWARD CONTEST STARTS IN SEPTEMBER

Outstanding Men Will Get Citations and Chance at $50 Monthly Prize

Does courtesy pay off?

You bet it does. And in lots of ways. It makes your job easier and more enjoyable. And, by selling more rides, it helps to make your job more secure.

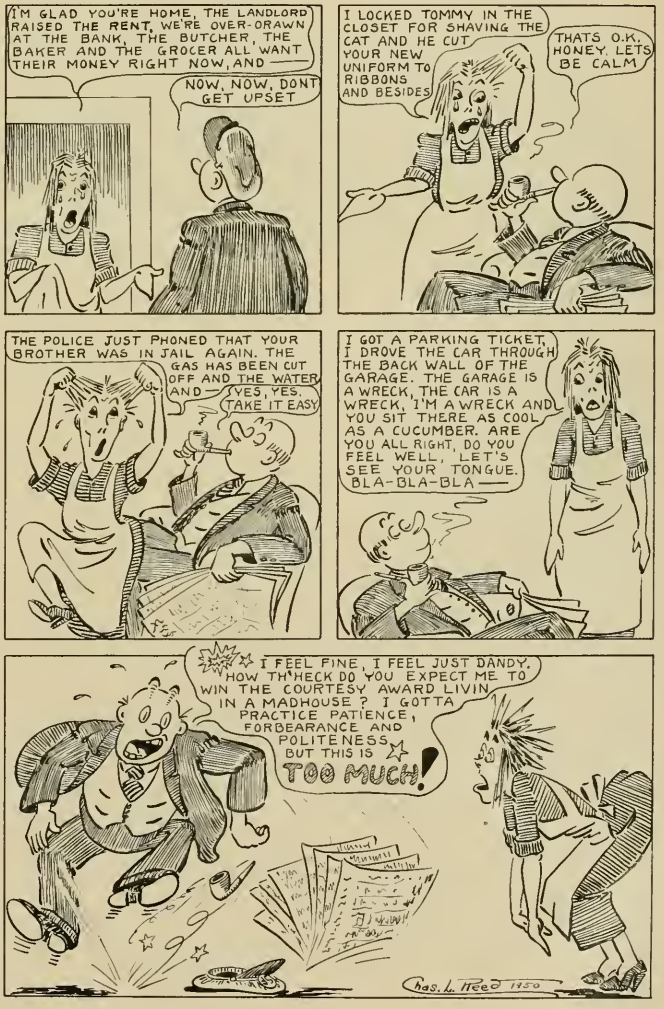
Now the Municipal Railway is inaugurating a new award program that will make courtesy pay off in still more ways.

What is the "Courtesy Citation"?

The Courtesy Citation is a badge which will be given to every platform employee who is cited for outstanding service. The idea was conceived for the purpose of giving public recognition to operators who habitually practice courtesy toward patrons. All too often, in the past, the driver who was doing an excellent job day in and day out received no mention because his passengers were so accustomed to this kind of service that they thought nothing of it. Now we hope to encourage these riders to take notice of the men who are serving them well.

How You Qualify

Passengers are being invited to write in about the Railway men who they feel are entitled to awards. Newspaper and car card advertising are being used to notify the public. When your courteous and pleasant manner or act of service prompts a patron to write or call in about you, you will receive a distinctive shoulder patch in blue and gold to wear on your uniform. This Courtesy Citation will inform everyone that you are deserving of recognition. The commendations, of course,



Artist Charlie Reed dreamed up a lot of troubles for the poor Muni operator at the right. He figured that any contestant for the Muni Man of the Month award would have to learn to face difficult situations, but we sincerely hope that none of them will get into quite this tough a spot.

will be entered on your permanent personnel record.

"Muni Man of the Month"

Each month the man who is judged to have been the most courteous during the month will be publicized as the "Muni Man of the Month." His picture (courtesy of the Gabriel Moulin studios) will be carried on transit cards in all coaches and street cars for the following 30 days. In addition to public recognition, the winner will be awarded a brand new $50 bill, donated by Fielder, Sorensen & Davis, transit advertising firm.

The selection will be made by a committee outside the Railway. It will include Mayor Elmer E. Robinson; Claire V. Goodwin, President of the San Francisco chapter of the National Safety Council; and E. B. Sorensen, representing Fielder, Sorensen & Davis.

Judges will select the winner for outstanding acts rather than the number of letters received. (Some of you may have fewer relatives than others!)

What's the Purpose of All This?

The contest has a two-fold purpose. First, we want to encourage all our employees to be courteous to patrons . . . to make friends for themselves and the company . . . to help sell rides, because more rides means more job security and a better deal for everyone.

Second, we want the public to start focussing their attention on the *good* things, rather than the bad . . . to think in terms of commendations rather than complaints. We hope in this way to make your jobs easier and to build a new spirit of good will between the passengers and the transit operators.

You'll Want to be Among the First to Get A Courtesy Citation; Here's How to Do It

Following are some pointers that will be helpful in winning a Courtesy Citation and may qualify you for the monthly prize:

Be Polite

Politeness is a habit that can be acquired. Learning to say "Please", "Thank You" or "I'm sorry" comes easily if you're sincerely anxious to please your customers. If you practise being courteous, you'll find that most of your passenger problems will disappear.

Stop for Passengers

There's nothing quite so irritating to the average patron as to be passed up by one of our vehicles. During peak hours, there are times when cars and coaches are jammed, and some persons must be left behind. But there's absolutely no excuse for passing up a rider unless your coach is really full, or, under certain circumstances, when the following coach is only a block behind. Make friends by stopping and looking for intending passengers and by waiting a few seconds when necessary at transfer points.

Call All Streets

This is a service that's really appreciated by local residents and strangers alike. After riding your own route for a few months, you may feel that everyone is as well acquainted with it as you are. But that isn't actually true. And even those who ride your route every day will be able to relax and enjoy the trip if they know they will be alerted in time for their stop.

Be Helpful

Answer questions cheerfully. No matter how stupid or unnecessary the questions may seem, it's important that they be answered accurately and pleasantly. You'll find that other passengers will notice and appreciate your kindness too. The more stupid the question, the more they'll admire your patience in answering it.

Watch Your Headways

Very few persons understand or care about schedules. They are primarily concerned about the even frequency of service. Our schedules are designed to provide service at regular intervals, and they should be followed as closely as possible. However, if your leader is late, don't follow right behind him. Try to space your coach as evenly as possible between your leader and your follower.

Be Neat

Your appearance contributes a great deal to the general impression passengers get of the Railway. If the operator looks sloppy, then the service seems sloppy too. Take pride in your personal appearance. A clean shave, spotless uniform (including *blue* shirt and *black* tie) and polished shoes, will win the admiration of your riders.

Operate Safely

Observe all traffic rules and follow courteous driving practices. Give the other fellow a break at intersections. Stop and start smoothly; remember the safety and comfort of your riders. Care in operating your vehicle is one of the most valued courtesies that you can offer your passengers.

Be Considerate

It isn't hard to be especially kind to the blind, the aged and little children. Your consideration for the handicapped will win the respect of all aboard your coach. But remember that it is also important to be considerate of all your other passengers; the average person is keenly sensitive to kindness—or to abuse.

Be Calm

Watch your temper, no matter how trying the circumstances may be. Every operator handles several hundred customers a day, and there's bound to be a few difficult ones among them. This is a condition that everyone who meets the public has to face. We accept that phase of the work when we accept the job. It takes a lot more courage to keep calm than it does to lose your temper, and self-control is a quality that everyone admires.

Message From Mr. Scott

"We are very hopeful that this 'Courtesy Citation' and 'Muni Man of the Month' program will help to turn the tide of public criticism against the Railway.

"Personally I feel that most of our men are doing a lot better job than they are ever given credit for. Maybe now our passengers will start to realize this.

"We have had a lot of complaints, but it has been due, in large measure, to the difficulties of our conversion program. There is bound to be considerable confusion when several hundred men are transferred to new routes and new equipment. It didn't help any that streets were being torn up all over town; our operators themselves scarcely knew from day to day where their buses would be routed or where the stops would be located. It's no wonder that the passengers were bewildered.

"Now that the major part of our modernization program has been completed, we are looking forward to regaining the high regard which was accorded us in past years.

"We want our boss—the passenger—to realize that his employees on the Municipal Railway are worthy of recognition. We want San Francisco to be proud of its transit workers."

WM. H. SCOTT,
General Manager

Courtesy Eases the Jolts

Here's a little thought we ran across in a transit magazine. Read it and think it over. We think it has a lot of possibilities, don't you?

"Courtesy is like air in a tire. There may not be much of it, but it eases many a jolt."

Here's the advertisement which is appearing in all four newspapers announcing the new courtesy contest. Car cards are also being placed in all our transit vehicles. It is hoped that passengers who have never thought before to express their appreciation of a particular employee, will now be encouraged to do so. Instructor Gordon Jensen was chosen to pose as a "typical operator" in order to avoid any possibility of influencing the public in favor of a particular contestant. Only Patform men (coach operators, motormen, conductors and qripmen) are eligible for the monthly awards.

Is Gordon Jensen your most courteous Muni Man?

Gordon and the other 2400 operators of your new Municipal Railway ask for your vote in the new...
"Muni Man of the Month" contest.

BEGINNING this next Friday, every Municipal Railway coach, car and motor bus becomes a voting place. Every operator becomes a candidate for election on a ticket of courtesy and service. And you—the patron-owners of the *new* Municipal Railway will be the voters.

This is the new "Muni Man of the Month" contest—planned to reward outstanding operators and to encourage finer service on the part of all Municipal Railway employees. It works like this:

1. Look for good examples of courtesy ard service as you ride your new Municipal Railway.

2. Tell us about them—by note, postcard or the coupon below—giving the operator's cap number.

3. Each Muni Man cited will be given a "Courtesy Citation"—a distinctive shoulder patch to wear on his uniform.

4. At the end of each month, the Muni Man voted the most outstanding will be declared "Muni Man of the Month"—and receive a cash award of $50.00.

Judges will be Mayor Elmer E. Robinson; Claire V. Goodwin, President of the National Safety Council; and E. B. Sorensen, representing Fielder, Sorensen & Davis, transit advertising firm and donors of prize money.

Will you take part? It's a chance for you to reward good service. It's a way for you to help *improve* service throughout your whole *new* Municipal Railway.

COME ABOARD—TRY YOUR NEW MUNICIPAL RAILWAY

MUNICIPAL RAILWAY
2600 Geary Blvd.
Ssn Frsncisco 8, Calif.

I nominate operstor_____for "Muni Msn of the Month" becsuse_____

The classroom for Electric Railway Shop Mechanics at Potrero is one of the few of its kind in the nation. It is completely equipped for instruction on all electrical parts of trolley coaches, and both General Electric and Westinghouse controls are available for study. In upper picture, Instructor James O'Donnell lectures a class including (front row) E. Hausel, P. Andrieu, H. Christensen; (second row) I. Eidinoff, E. Craine; (third row) H. Stammerjohn, R. Burns, J. Maughan; (rear row) L. Luini, R. Martinez and R. Grote. Lower picture shows Shopmen Craine, Christensen and Hausel listening attentively as Instructor O'Donnell demonstrates how one of the mechanisms functions.

Thornton Easler Retires From Engineering Staff

When Thornton Easler, Electrical Engineer, retired recently, the city lost one of the engineers who had taken an active part in the design of its water, power and transportation systems. Many Railway friends were present at the retirement party, which took place at the club house at Moccasin.

Toastmaster R. J. McDonald, Secretary of the Public Utilities Commission, read telegrams of congratulation from Mayor Elmer E. Robinson, Commission President Philip F. Landis, and Utilities Manager James H. Turner. A. O. Olson, Hetch Hetchy Chief, spoke briefly as did many others.

Mr. Easler entered the city's service in 1917. He supervised trolley and feeder cable installations on Church Street, Twin Peaks tunnel and Market Street, designed the Laguna Honda elevator, and handled many other Railway projects.

Later he turned his attention to electrical work in connection with Hetch Hetchy tunnel construction and the building of the power house at Moccasin. In 1926 he went to Moccasin, and for 24 years he has been in charge of operations there.

Aside from his engineering achievements, Mr. Easler is noted for his proficiency in another field—that of folk dancing. Mr. Easler took up this hobby some years ago. His enthusiasm spread among the employees at Moccasin, and the group has enjoyed many pleasant evenings as a result.

Bigger Pay Checks For 2700 Railway Employees

A 2.4 cent hourly pay hike for platform men went into effect on July 1st. This brought wages from $1.506 per hour to $1.53. The new rate was based on contracts signed by Oakland's Key System and by the Bay Cities Transit Company in accordance with the Charter provision that Municipal carmen are to get the average of the two highest wages paid elsewhere in the state.

Railway craft workers also received increases. The new rates are the same as those paid in private industry in San Francisco.

The raises, together with increased sick leave and retirement allowances, will cost the Railway approximately $236,000 during this fiscal year.

The new Mack bus made its initial appearance in the Plaza in front of City Hall. Note combination route and destination sign on roller, horizontally sliding windows, emergency exit, etc.

The staggered seats permit the passenger next to the window to sit about four inches ahead of his neighbor. That's Instructor Arnold Piffero sitting up front with the Mack driver, C. Sanders.

The new Mack 50-passenger "Bus of Tomorrow" received considerable attention from Railway officials during its recent demonstration here.

The bus has a number of revolutionary features. Hydraulically operated power steering makes the big, 40-foot bus extremely easy to handle. Also adding to maneuverability is the fact that wheels turn sharply, giving the bus a shorter turning radius than the average coach.

The new bus is powered by a Diesel engine which, its manufacturers assert, will not give off objectionable fumes and odors. A thermostatically controlled ventilating system and horizantally sliding windows are designed to provide ample fresh air.

The staggered seating arrangement is another innovation which found favor with the public during its two week trial in San Francisco.

After ascertaining the public's reaction to this feature, it was decided to order staggered seating on the new trolley coaches to be delivered this fall.

Mayor Elmer E. Robinson, who saw the bus in New York earlier this year, was one of the first to embark on a trial ride. Here, from left to right, are John H. Middlekamp of the Mack Company, the Mayor, J. H. Turner, W. R. Stoner (Mack Company) and W. H. Scott.

Among the many Railway representatives who took a look at the new bus were William H. Scott, Col. Marmion D. Mills, Gordon Steele (President of Portland Traction Company), J. H. Turner, P. J. Fanning, W. D. Ratto, H. E. Cooley, C. D. Miller, W. R. Mason, George Lewis, A. J. Schirmer, Ralph Strawn, Gordon Jensen, V. C. Peterson, and D. C. Ormsby.

Miss Jane St. Clair, as Miss Modern Transportation, and Griff's Tardy Lad, representing the Mack bulldog trademark, were centers of attraction during the demonstration.

THE COURTESY AND EFFICIENCY OF THESE MUNICIPAL RAILWAY EMPLOYEES

Following are excerpts from letters written by pleased customers.

Glenn B. Roberts, Potrero. "Extraordinarily good workmanship deserves recognition and commendation. Several times now I have been fortunate enough to get on a bus with an operator who really knows how to run his coach without knocking his passengers down. He proved to me that even these quick-starting and quick-stopping buses can be operated smoothly."

William P. Malone, Ocean. "Your Operator No. 1336 waited for the street car to stop and discharge its passengers and was thus able to pick up several persons who otherwise would have had to wait 10 or 15 minutes for the next bus. It is strange how these little instances maintain our faith in our fellow men and our hopes for the organization that we have set up to serve us."

A. M. Dubrovich, McAllister. "The driver passed Baker Street as there were no persons waiting, but came to a full stop some 300 feet past the corner. He got off the bus and went to the safety island where a blind man, not knowing that the srteet cars did not operate at this time of night, was waiting for a car. The operator led the blind man across the street and put him on the bus."

Raymond W. Denman, Presidio. "He was a very polite young man, pulling to the curb at all stops, starting and stopping the coach in such a manner that you would hardly know it was moving. He was so helpful to elderly people too."

Simeon M. Wyatt, Utah. "His appearance was most creditable, being very neat with a well-pressed and clean uniform. He had a big smile for everyone, answered numerous inquiries for directions in a pleasant tone of voice and courteously. He operated his coach smoothly. He was kind in his attitude towards his passengers and assisted an elderly lady to a seat."

George W. Lecomte, Washington Mason. "His courtesy to his passengers, many of them tourists, was outstanding. He thanked each patron on being handed the ticket. It reminded me of Paris, which I believe is the only city in which such courtesy is a common occurrence."

Henry Cologne, Ocean. "In all of this rerouting and construction work he picks people up and lets them off where it does them the most good and then he kindly explains to them that it is the wrong place and where they can expect to be accommodated in the future. He most certainly tries to please everybody."

Joe C. Duarte, McAllister. "Two ladies got on the coach and absentmindedly walked past the coin box and took their seats. At the next stop, the driver very pleasantly and courteously reminded them that they had not paid their fare. They dropped their coins in the box with an apology, and you could see by the expression on their faces that they appreciated his courtesy."

Joseph J. Cerri, Geary. "He was the essence of courtesy in assisting three elderly ladies on the car. At one time he stepped off the car to assist a little old lady on crutches and help her to a seat."

Daniel N. Fletcher, McAllister. "With an already packed bus he stopped for me, and with a courteous remark asked if I minded a crowded bus as all of his passengers were the best folks in San Francisco. This remark brought smiles from many of the passengers, and naturally none of us minded being crowded under these circumstances."

Pierce V. Euert and *James Smith,* Geneva. "Please extend my thanks to Motorman No. 264 and Conductor No. 211 of the 'J' car line for their kindness in waiting for me while I ran to get the car last Wednesday. I certainly appreciated this courtesy very much."

Bernard G. Bunn, Presidio. "I was a passenger on a No. 21 bus when an automobile tore across in front of us. A wreck seemed inevitable, but through the quick thinking of the bus driver and his intelligent manipulation of the bus, a tragedy was averted."

Spiro A. Missa, Utah. "Collector No. 541 has been located at Third and Townsend Streets for some time, and we find that he is at all times very polite. He is truly an Ambassador of Good Will for the Municipal Railway."

Vincent Senatore, Potrero. "He went out of his way to help a blind man off the bus and onto the sidewalk. It took just a few minutes, and it meant so much to the blind man and the passengers on the bus. You should be proud to have such a man working for you."

Frederick W. Simon, Ocean. "Your driver No. 849 was exceedingly courteous, efficient and a mighty nice fellow personally. He did everything he could to make our trip an enjoyable one, and we are all grateful to him for the fine spirit he showed."

Others commended were

McAllister

Frank Aschbauer, Kenneth Cruise, George Hurlbut, Michael Carpine, N. L. Brown, R. E. Betts, John Decker, Ethridge Boone, John Baranow, Thomas D. Akers, Robert A. Thomp-

Study These Examples

There are 135 men listed in our "The Public Applauds" story on this page. Several of these men received more than one commendation for courtesy during the month, and some of them have appeared on our list in almost every issue.

Unfortunately we cannot include excerpts from all the letters commending our men, but the ones reprinted here are typical. Careful driving, waiting for passengers, kindness to the handicapped, pulling into the curb, neat appearance, willingness to answer questions—it takes only a little study of the letters shown to indicate how we can win the approval of our passengers.

Everyone who wants to wear a Courtesy Citation badge will do well to note these examples.

son, C. W. Steffenson, John Murray, Abner Wilson, McCoy Maybon, R. Richardson, H. C. Welch, Martin A. Foley, Jr., Henry Jahnsen, M. Dalman, H. Benjamin, Harry Gordon, John McDonagh, Joseph McCowan, T. J. Scarabino, Milton Flynn, Purnell Jacobs.

Ocean

O. C. Johnson, Leo Pointer, Edward Higgins, C. Asimakopoulos, Ed Coleman, Robert Greer, Paul Harr, Cecil Johnson, John Tomola, Edward Liggins, B. P. Berti, Fred Wilson, Arrol Eischen, Mike Koumakis, E. P. Hildreth, James Brasesco, A. B. Allen, A. Eisenstark, George Dahl, William Murphy, Roy Mason, J. D. Bourdon, M. Saunders.

Potrero

Otey Cannon, Charles Sprague, J. R. Burgess, Francis McManus, Robert Gagen, R. C. Aragon, E. J. Mullane, Eddie Havens, Bert Simpson, Lewis Burch, LeRoy Williams, M. Montgomery, Orin Harder, James Wargo, Edwin Jostmeyer, William Cowden, Vincent Goggin, Charles Frey, R. L. Hill, Louis Angeli, Howard Neubecker.

Presidio

Fred Buckner, Daniel Dineen, Lloyd Nybye, Ralph Baronie, L. Jackson, L. B. Delaney, Antonio Daguman, Arthur Taylor, Gordon Fendel, Wilifred Lopez, Voris Derryberry, Harold Bigelow, Clinton Hauck, Arthur Halinen.

Utah

Oram S. King, O. D. Wade, John Rogers Jr., James Tom Gon, Norman Nicolas, Jose Abeyta, Charles Ehrhorn, Odis Chenault, Joseph Gollob, M.T.E. Johnson, Herman Kruithof, John Bechtold, L. J Roberts.

Geary

Louis Lofton, D. J. O'Sullivan, Nick Papadakis, George Wuttke, John Fitzgerald, A. Taylor, Clarence Wickett, Miguel Corpuz, Edward Corevan, J. W. Mannix, Charles P. Johnson.

Geneva

Charles Johnson, L. Costanzo, C. W. Long, Mike Casey, John Mariani, M. McCarthy.

Sutro

C. J. Guerrero, J. F. Radovich.

Washington-Mason

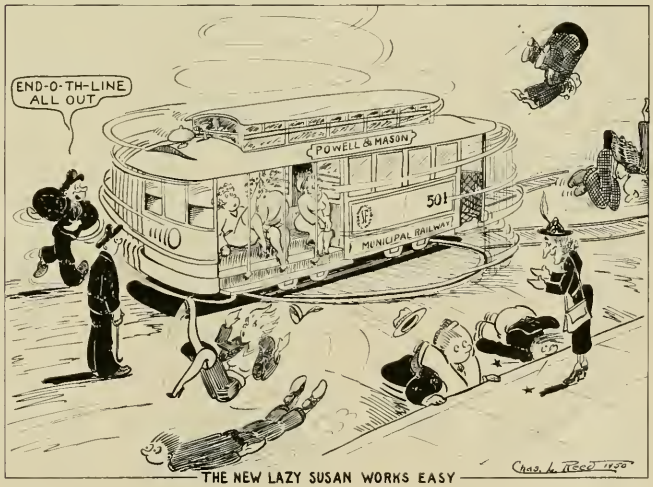
George E. Redus.

Inspectors

Elmer Sorensen.

Retirements

Name and Occupation	*Employed*	*Retired*
Chris Anderson, General Clerk	6-18-46	6-30-50
George H. Bauman, Utah Conductor	11-21-21	5-19-50
Frank C. Bockmier, Claims Investigator	8-15-14	5-17-50
Michael Connors, Trackman	6-26-25	6-30-50
Otto H. Cook, Geneva Motorman	6-27-16	6- 8-50
William H. Craig, Geneva Conductor	12-28-12	6- 8-50
Arthur B. Crooch, Geary Conductor	10-11-17	6- 1-50
William J. Dunn, Foreman Lineman	5-19-07	5- 1-50
Carl Edel, Trackman	11-26-17	6-30-50
Owen T. Edwards, Geneva Motorman	10-18-17	7-16-50
Herbert L. Gow, Geary Motorman	3- 9-25	7- 5-50
Oskar J. Gustafson, Geary Conductor	5- 1-22	7- 1-50
Harry E. Hardesty, Sr., ERSM	1- 2-29	6-30-50
Charles Logan Hood, Geary Conductor	8-20-17	7- 1-50
Morgan P. Jones, Geneva Motorman	2- 6-22	7- 1-50
William Kean, Car Cleaner	1- 4-43	6-30-50
George R. Magee, Inspector	11-12-36	3- 1-50
Harry J. Miller, Sutro Motorman	8- 8-17	7- 1-50
Frank V. Muth, Geary Motorman	9- 1-17	7- 1-50
Thomas C. Osborne, Geneva Motorman	6-10-18	6- 1-50
Michael Scannell, Geneva Conductor	1-12-26	7- 1-50
George J. Simpson, Day Dispatcher	7-23-08	5- 1-50
Wm. Arthur Sherman, Geneva Conductor	8-30-15	5- 1-50
Randall C. Snider, Car & Auto Painter	2-15-15	6-30-50
Benjamin Weilerstein, Geary Conductor	8-11-14	6- 4-50
Robert H. Wendelt, Geneva Conductor	1-12-15	7- 1-50
Charles J. Williams, Sutro Conductor	8-26-24	7- 5-50
Noble C. Wilson, Geneva Motorman	4-26-43	7- 1-50



THE NEW LAZY SUSAN WORKS EASY

LIST OF LINES AND DIVISIONS, EFFECTIVE SEPTEMBER 3, 1950

On September 3rd the new Kirkland motor coach yard will start operation, and several changes in routes will be put into effect. Following is a list of all Railway lines and the division to which they will be assigned.

GENEVA DIVISION (street cars):
- J Church
- K Ingleside
- L Taraval
- M Ocean View

SUTRO DIVISION (street cars):
- B Geary
- C Geary-2nd-Avenue

GEARY DIVISION (street cars):
- F Stockton
- N Judah

POTRERO DIVISION (trolley coaches):
- 6 Masonic
- 7 Haight
- 8 Market
- 9 Richland
- 22 Fillmore
- 33 Ashbury
- 41 Union-Howard

PRESIDIO DIVISION (trolley coaches):
- 5 McAllister
- 21 Hayes

WASHINGTON-MASON (cable cars):
- 59 Powell
- 60 Jackson

OCEAN (motor coaches):
- 10 Monterey
- 11 Hoffman
- 14 Mission
- 16 Noriega
- 17 Park Merced
- 18 Sloat
- 20 Ellis
- 23 Crescent
- 25 Bryant
- 26 Daly City
- 27 Noe
- 28 Alemany
- 29 Visitacion
- 36 Miraloma
- 37 Corbett
- 43 Roosevelt
- 50 Geneva
- 51 Silver
- 52 Excelsior
- 76 Broadmoor
- 77 Industrial
- 78 30th Avenue
- **J Church
- **M Ocean View

KIRKLAND (motor coaches):
- 1 Sutter
- 2 Clement
- 3 Jackson
- 4 Sutter
- 19 Polk
- 31 Balboa
- 32 Embarcadero
- 34 Marina
- 39 Coit
- 44 Sansome
- 45 Van Ness
- 55 Sacramento
- *75 Legion of Honor
- **B Geary
- **F Stockton

UTAH (motor coaches):
- 15 Third
- 24 Divisadero
- 35 Eureka
- 42 Evans
- 47 Potrero
- 53 Southern Heights

**Operates Saturdays, Sundays and holidays only.*
***Coaches operated nights, Sundays and holidays only.*

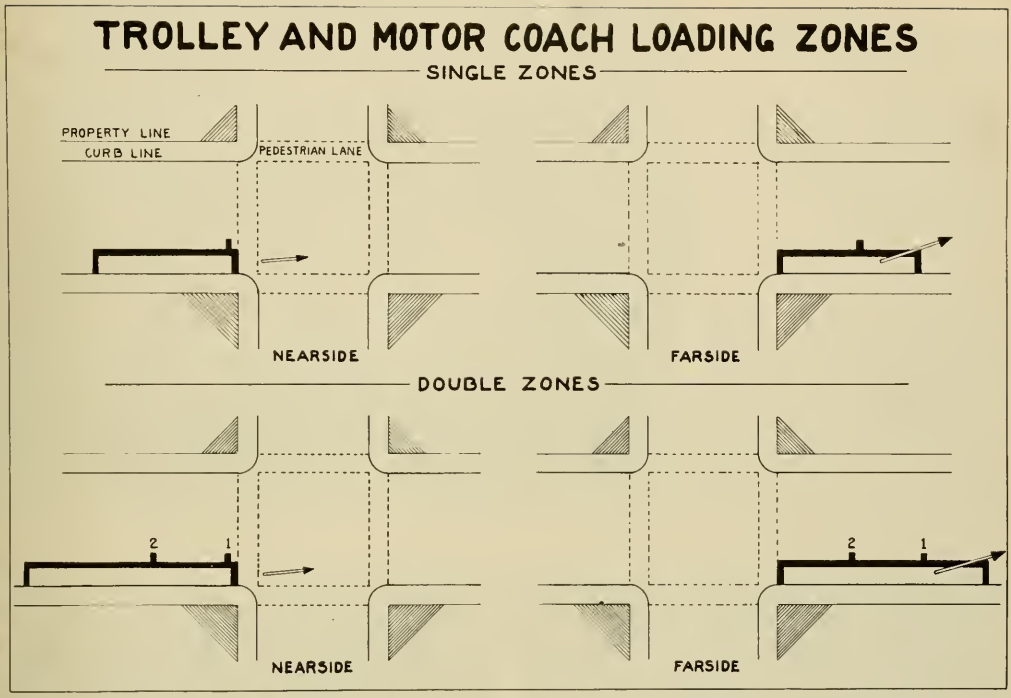
Railway Map Included In Telephone Directory

A complete transit-system map of San Francisco appears in the yellow section of the new telephone directory. It shows the number and route of every street car, cable car, motor bus and trolley coach line. There is also a complete route description for every line in the city.

This information is found on pages 2, 3 and 4 of the Classified section.

It is hoped that many persons previously unfamiliar with our routes may become acquainted with what the Railway has to offer and will use our service more frequently.

Lovely Pat Sheehan (Miss San Francisco) took a ride on one of our cable cars, much to the delight of both passengers and crew. Pat was acting the role of a Town Crier to publicize a Jr. Chamber of Commerce project. In the background are James Buskirk and Harry Bishop while Dispatcher Leo Dahl is standing in foreground at extreme right.



The diagram of trolley and motor coach loading zones shown above has been posted at all division offices, but there are still some operators who are ignoring the instructions. Most of our coach zones have been painted with the white bar which shows exactly where the coach should stop. At the upper left is a single zone, nearside stop; the bar is located a few feet back from the pedestrian lane. A single zone, farside stop is shown at the upper right; the bar is located at about the middle of the zone so that the coach will have room to pull out. The lower diagram shows nearside and farside double zone stops. In each case, the first coach stops at white bar No. 1 and second coach at bar No. 2.

Never Pass at an Intersection

1. You can easily hit a pedestrian stepping out from in front of a slower moving vehicle on your right. The pedestrian may have started to cross the street when the signal was with him.
2. The other driver may surprise you with a left turn from the right lane. He's not supposed to—but—
3. You may collide with a car coming from the right on the side street, completely concealed from view by the slower vehicle. The driver being overtaken may be going slow to let the vehicle on the cross street pass in front of him.
4. The only safeguard against the driver who passes at intersections is to keep him from driving.
5. One of the wisest laws ever passed was that of prohibiting the passing of another vehicle at an intersection.

—Yellow Cab Bulletin

Sympathy

(We are sorry to report the deaths of the following fellow employees. Sincere condolences go to the families.)

Vincent Duvall, Sr., Presidio Conductor, died June 25th. He passed away while working as a Special Duty man at Twin Peaks Tunnel. He had been employed by the Railway since January 19, 1949.

Elmer J. Jurgens, Armature Winder at Elkton Shops, died June 25th. He was 46 years of age and had been with the Railway since October 1, 1946.

James Schoonover, Sutro Motorman, died July 7th. He had been ill for almost a year. He joined the Market Street Railway on December 11, 1911.

Eugene Woods, Garageman at 24th Sreet, died June 21st, after several months' illness. He was 63 years old and had been employed since November 13, 1925.

Excelsior!

The shades of night were falling fast
When through an Alpine village passed
A youth who strove with might and
main
To get across before the train.
A crash—he died without a sound;
They opened up his head and found—
Excelsior.

—Transit Topics

New Muni Baseball Team Looks Good, Plays Good

The newly organized Municipal Railway operators' baseball team has had three straight wins and no losses (at this writing) in the current Summer League. Their excellent playing record is only equalled by their handsome appearance in new green and white uniforms.

These broad grins reflect the confident spirit of the Muni team. Front row: Manager Don Embleton, Utah; George McCreary, Utah; Reno Bini, Utah, Virgil Gossman, Potrero; Vincent Connolly, Presidio, and Ralph Lopez, Utah. Second row: Earl Kerr, Utah; Rinaldo Rustici, Ocean; Art Holman, Garage; James Pirkey, Utah, Laurence Bala, Utah. Back row: William Franks, Utah; Ernest Washington, Potrero; Edward Sells, Ocean; Edward Coleman, Ocean; and Hughes Menifee, Utah.

In the rooting section were Railway executives W. R. Mason, D. C. Ormsby, George Lewis, Ralph Strawn and A. J. Schirmer.

Mr. Mason discusses the team's prospects with Manager Embleton while Messrs. Schirmer and Ormsby wish Pitcher Roy Crouch luck.

Superintendents Strawn and Lewis and Players Bini, McCreary and Pirkey were interested spectators at the evening's first game

The final moments of the early game found the players lined up and anxious to get out on the field for their own contest.

Four Common Causes of On-Board Accidents

Capitol Transit recently listed four common types of on-board accidents and prescribed remedies.

1. Many operators fail to look at the traffic light before starting. As soon as the last passenger is aboard, the door is closed, air released and the power applied. Then the operator looks at the light. Sure, it's red. The result is a sudden stop. This can and does cause a passenger to fall in the aisle.

REMEDY: Be sure to look at the light *before* you start.

2. Many operators rush into a stop at a goodly speed, slam on the brakes and set her down right there. This is done i nthe belief that time is being saved. Nothing can be farther from the truth. Usually you get away with this, but often it causes some passenger to end up on the floor. Science has learned how to stop a moving object quickly, BUT it hasn't learned how to stop an object that isn'a firmly fastened to a moving object.

REMEDY: Approach stops at a reasonable rate of speed. A gradual application of the brakes will bring your vesicle to a safe smooth stop, with no passengers on the floor!

.3. Too many "On Board' 'accident reports state, "Passenger fell when I made an emergency stop to avoid an accident with auto that stopped suddenly in front of me." This type of accident should practically never occur. If it does, it is reasonable to believe that you were following too closely, or did not take into consideration other existing conditions.

REMEDY: Always follow other traffic at a safe distance. Look ahead for possible causes of sudden stops on the part of other vehicles. Keep in mind that everyone doesn't always do the things he should.

4. Operators start away from the curb without making sure there is no traffic that will prevent them from pulling out. This causes sudden stops and "On Board" accidents. Some blame this on the rear vision mirrors not showing traffic close to the bus.

REMEDY: Mirrors are only one of the tools with which you work. If yuo can't see enough in your rear vision mirror, turn your head a little and make sure it's safe to move. And don't fail to give a hand signal.

We know you can operate safely and reduce "On Board" accidents, if you will use your knowledge of safe operation and adjust your speed to suit conditions. Take nothing for granted and always make sure it is safe to move BEFORE you start your vehicle. Only YOU can reduce "On Board" accidents.

Some Possible Street Car Conversation

Passenger (to operator): I've nothing less than a $10 bill, but if you can't change it I will get off and have it changed at the bank.

Boy (to old man): Pray take my seat. I just love standing up.

School Girl (to companion): Let's not talk so loud. All the people are looking at us.

Woman (to operator): Is this transfer still good? You see I've been shopping since I left the last car.

Mother: This is my boy Johnny. He's just turned five. Should I pay a fare for him?

Young Lad: Does this open window bother you? I'll be glad to close it if you feel chilly.

—*Railwayan*

Trolley Topics

Vol. 5 AUGUST, 1950 No. 7

CITY AND COUNTY OF SAN FRANCISCO
ELMER E. ROBINSON, *Mayor*

Published under direction of the
PUBLIC UTILITIES COMMISSION

PHILIP F. LANDIS, *President*

SAM MC KEE VICTOR S. SWANSON
EDWARD B. BARON DONALD A. CAMERON

ADELINE SVENDSEN, *Editor*
CHARLES L. REED, *Artist*
MARSHALL MOXOM, *Photographer*

REPORTERS

JIM LEWIS KEN HOWARD
JOHN HURST JOHN WHITNEY
JIM BITTLES MARIE JACKICICH
EMERY DUTCHER VIC PETERSON
JOE KENNEALY DOLORES SHEA
JIM LESLIE MARY SWINNEY
DICK GRIFFIN ELVEN WHELPLEY
HARRY FRANKLIN JACK WEHREN

Address communications to 1345 Turk Street, San Francisco 15, Attention Editor.

The Garagemen kept everyone busy and happy at their picnic at the Marin Country Club. The committee consisted of (standing) Frank Scherzer, Joe McCarthy, Walt Feyling, James Pirkey, Art Holmer, and (kneeling) Ed Booth, Charlie Morrissey, Joe Castro and Irv Myerson. Other pictures show the songfest, egg race contestants, and the tug-of-war.

MR. PAUL OPPERMAN
DIR. OF PLANNING
100 LARKIN ST.
CITY 2

POSTMASTERS:
Forwarding or return postage, or notification (with key) on form 3547 guaranteed
TROLLEY TOPICS
2301 San Jose Avenue,
San Francisco 12, Calif.

Sec. 562 P. L. & R.
U. S. POSTAGE
PAID
Permit No. 4632
San Francisco, Calif.

MORE SERVICE — BUT FEWER PASSENGERS

What Can We Do About Improving Our Business?

There are four exhibits on this page.

Exhibit A is an editorial from the *San Francisco News* which compliments the Municipal Railway on the vast improvements in service which have been made during the past few years.

Exhibit B shows the actual figures on equipment. We all know that our vehicles are much newer, cleaner and more comfortable than they have been in the past.

Exhibit C indicates that we are operating more car miles and more car hours than ever before.

Yet a look at Exhibit D will show that during the last five years, we have have been losing passengers at an alarming rate. In the past fiscal year, we had a loss of almost 40 million passengers below the previous year.

As the passenger figures drop, Railway employments drop too. As of June 30, 1946, we had 4178 employees. As of June 30, 1950, we have 3302 employees. If the passenger totals keep dropping, it is obvious that some of us are going to be out of a job.

Transit companies all over the nation are in the same predicament, but that does not lessen the seriousness of our situation. It only means that we must all devise what tactics we can to protect our industry.

The only sure way to halt this decline is to go out and RE-SELL our customers on the advantages of traveling by public transit. We have to offer a service that is going to tempt them away from the automobile.

Traffic engineers predict that eventually the downtown areas will become so saturated with automobiles that it will be necessary to prohibit private vehicles entirely from this section. Then people will be *forced* to use public transit, whether they want to or not. However, we can't wait until that era arrives. We want more business NOW.

We all have a stake in the success of the Municipal Railway. A little salesmanship will do wonders in building our customer volume.

Muni Praise Deserved

The Grand Jury's commendation of the Municipal Railway for improvements made since the old Market Street Company's decrepit rolling stock was taken over is justified. We need only think back to the time when rattle trap streetcars were rumbling through every part of the city and contrast that with the present when shiny new, silent trolley buses have replaced them on many routes, to convince ourselves of the long strides that have been made in a few years.

We do not say the service is perfect yet, by a long shot. But it has been greatly improved in many respects and on many lines. At any rate citizens need no longer feel ashamed of the equipment that serves our transportation needs. It is modern, swift and frequent as compared with the old days of competition between the Muni and the Market Street Railway.

—*San Francisco News*

Date	*Vehicles Owned*	*Vehicles Less Than Five Years Old*
9/29/41	899	132
7/ 1/50	1048	670

Exhibit A

Exhibit B

Year	*Miles Operated*	*Hours Operated*
45-46	29,464,947	3,197,392
46-47	30,063,299	3,263,950
47-48	29,066,859	3,143,524
48-49	30,476,866	3,316,378
49-50	31,193,768	3,468,181

Exhibit C

Year	*Total Passengers*	*Total Employees*
45-46	326,007,393	4178
46-47	314,623,064	4106
47-48	307,975,046	3628
48-49	298,475,999	3593
49-50	259,177,321	3302

Exhibit D

TROLLEY TOPICS
MUNICIPAL S.F. RAILWAY
CHAS. L. REED

olume 5 OCTOBER, 1950 Number 8

" MUNI MAN OF THE MONTH " CONTEST OFF TO GOOD START

Over 1100 Letters Received In September; Winner To Be Announced Soon

September was a busy month for Railway personnel. The new Courtesy Citation program started on September 1st. Several new lines and a new motor coach yard, were put in operation on September 10th. And the new transfer system was introduced on September 24th.

The changes in lines and transfers brought the expected amount of cheers and boos from those concerned. Some thought the changes were a great improvement, others disapproved. But the Courtesy Citation program seemed to please everybody, passengers and carmen alike.

During the month of September, 1144 commendations were received, or an average of close to 300 a week. Prior to the contest, commendations averaged only about 12 a week.

Due to the fact that over half of the letters and postcards referred to the same operators, only about 500 men were nominated for Courtesy Citations. Many operators received a dozen or more commendations from different individuals. However, as announced in the contest rules, judges will select the monthly winner on the basis of outstanding acts rather than the number of letters received.

The first "Muni Man of the Month" will receive his $50 award early in October. His picture will be carried on car cards in all vehicles for the following 30 days. The selections will be made by a committee outside the Railway, including Mayor Elmer E. Robinson, Claire V. Goodwin, President of the San Francisco chapter of the National Safety Council; and E. B. Sorensen, of Fielder, Sorensen & Davis.

The contest was announced by advertisements in all four daily newspapers as well as by car cards. The public responded in such numbers that it would seem they had only been waiting for an opportunity to express their appreciation.

At the time this picture was taken showing the new Courtesy Citation badge, Operator Tom Cullen was "just trying it on for size." However, Mr. Cullen won a badge three weeks after the contest started, so the proud smiles worn by him and by Division Superintendent A. J. Schirmer were justified. Mr. Cullen has found that wearing his Courtesy Citation has an exceellent effect on his passengers, who are all plugging for him to win one of the $50 awards.

Many of the writers, in addition to commending a specific operator, went on to praise the service in general. It was obvious that passengers who had been treated well by one employee were inclined to feel friendly toward the entire Railway personnel. And the feeling of friendliness grew as the contest progressed.

Within 10 days after the contest started, letters were received commenting on the fact that the attitude of the operating personnel as a whole had been noticeably improved. This was due partly to the fact that the operators *were* making a special effort to be courteous. It was also due, in some degree, to a psychological change in the passengers themselves.

Many of the operators noticed the change in the passengers. "You get the feeling they're pulling for you instead of against you," was the opinion expressed by several.

This attitude on the part of the public should help a lot more operators to qualify for Courtesy Citations during the next few months.

As president of the Central Council of Civic Clubs, Charles Spivock was particularly interested in learning about the new transfer system. In upper picture H. E. Cooley, Assistant Superintendent of Transportation, shows Mr. and Mrs. Spivock how the cutter works. In lower picture Mr. Spivock and his daughter Joyce are inspecting an oversize blow-up of the new transfer. Instructor Martin Wormuth explains why it is necessary to notch the transfer according to the zone in which the passenger boards.

Railway Initiates New Transfer System; Headaches Disappear as Men Gain Experience

The new transfer system went into effect on September 24th.

As far as our passengers were concerned, the change was a minor one and probably very few of them gave it more than a passing thought.

But to the personnel of the Railway, it was a momentous day. It was the first real change in transfer design in the history of the Railway. Heretofore, transfers had all been of the punch type, and the new tear-off transfer was quite different, both in appearance and method of handling.

As is usual with any new system, a number of "bugs" developed during the first few days. Many of the men found it difficult to change from the habit of years to a new procedure; there were some troubles with the transfer cutter; and there were occasional explanations to be made to the passengers who protested about getting "half a transfer."

On the whole, however, the change went very well and, after a little practice, operators learned to use the cutters with better results.

The passengers, too, were pleased to learn that no legitimate privileges had been taken away from them and that some additional privileges had been granted them. For instance, patrons of common user lines *off* Market Street (such as the Sutter, Geary, Haight, Mission and Twin Peaks tunnel lines) will be permitted to interchange transfers. This ruling has been made in order to expedite movement of heavy passenger loads from the downtown area. The interchange may be made at the point where the lines separate only.

The new transfer procedure was recommended in a report made last Spring by General Manager William H. Scott, Transit Consultant Marmion D. Mills and Superintendent of Equipment G. W. Evington. Development of the plan was placed in the hands of a transfer committee consisting of Mr. Evington as chairman, H. E. Cooley, George Lewis, Ralph Strawn and W. D. Ratto. The final system was the result of months of grueling work during which every line and transfer point in the city was scrutinized.

Changes in the transfer rules themselves are minor. The principle remains the same as it has always been — to provide transportation in one general direction by the shortest possible route. In the past, however, there has been a certain amount of leeway for passengers who wanted to misuse their transfer privilege — and it was to curb every possible means of "chiseling" that the transfer committee devoted its efforts.

The first step was to divide the city into four geographical areas and to assign a color to each area, as follows:

(a) North of Market and North of Golden Gate Park
Series No. 1 (inbound) blue in color.
Series No. 2 (outbound) white with blue superimposed.

(b) North of Market and South of Golden Gate Park
Series No. 3 (inbound) fawn in color.
Series No. 4 (outbound) white with fawn superimposed.

The transfer cutters were manufactured in our own Elkton Shops. Here Foreman Elmer Kenney discusses a production problem with Machinist Joe Barbetti. Shops turned out 1050 cutters.

Among the first operators to get instruction on the new transfer system were Tom Harvey (seated), John Mansfield and Robert Leithold. Instructor Wormuth indicates on the map the four color areas into which the city has been divided.

(c) South of Market Street, Mission District and Outer Mission:
Series No. 5 (inbound) green in color.
Series No. 6 (outbound) white with green superimposed.

(d) Potrero District, East of Folsom Street:
Series No. 7 (inbound) magenta in color.
Series No. 8 (outbound) white with magenta superimposed.

Crosstown lines (Series No. 9 and 10) and terminal lines (Series E) can be identified by orange coloring.

In addition, two groups of punch type transfers had to be devised for the use of cable car conductors and of loaders, both of whom would find it difficult to use a stationary cutter. These transfers are colored according to the zone in which they originate. Cable transfers are Series No. 11, 12, 13 and 14. Loader transfers are Series A, B, C, and D.

Transfers for the cable system are designed to include the California Street lines if and when they are purchased by the city. This transfer, with its sketch of one of the little hill-climbers, may become something of a "souvenir item."

In addition to dividing the city into the four color areas, it was necessary to analyze each individual line and divide it into boarding zones. These boarding zones govern the privileges to which the passenger is entitled. A very careful study was made of all the possible destinations to which a passenger might legally be going, and the zones were divided so that round-tripping would be eliminated.

The transfer committee designed 65 new transfers. These included 56 regular transfers (with one to four lines on each), four cable car transfers (with two to three lines on each), four loader transfers (one for each color zone) and one terminal transfer (covering the nine terminal lines). A complete set of transfers, mounted on a large board, is on display in all gilley rooms.

In addition to its other work, the transfer committee prepared a new 40-page Transfer Rule Book for the use of all conductors, operators and loaders. Classes were held and instruction was given to 1574 employees.

(Left) Preparing several thousand copies of the 40-page Transfer Rule Book called for mountains of paper and lots of labor on the part of Instructors Gordon Jensen, William McRobbie and Martin Wormuth. (Right) As far as our customers are concerned, the new transfer is shorter. Actually it is an inch longer than the old-style transfer. Pretty Helen Frazier decided to see for herself by measuring both the old and new transfers. Yes, she has the ruler upside down, but let's not be too technical about anyone as charming as Miss Frazier.

HERE ARE SOME HINTS TO AVOID TRANSFER TROUBLE

1. Punch transfers for month, year and line before placing book in the cutter.

2. Set the cutter for the proper time, allowing 30 minutes after the last transfer point on the trip.

3. Set the notcher for the first boarding zone. DO NOT FAIL TO MOVE THE NOTCHER AS YOU PASS INTO EACH SUCCEEDING ZONE.

4. When tearing out transfers, pull the transfer back against the notcher FIRST, and THEN tear it off along the cutter. If you use two motions — notching first and tearing second—you will find that the transfer comes away more easily and cleanly. You can tear a number of transfers at a time with this method.

5. Do not issue transfers except at the time original fare is paid. Be firm but courteous in carrying out this order, saying that you are merely obeying rules.

6. Study the transfer chart in your gilley room and your Transfer Rule Book in order to familiarize yourself thoroughly with the new system.

COURTESY IS CONTAGIOUS

One of the nicest things about our Courtesy Citation contest is the way it snowballs along, getting bigger and better every day.

The first commendation gives the operator encouragement.

He tries to give even better service than before.

This makes his passengers feel friendlier than ever.

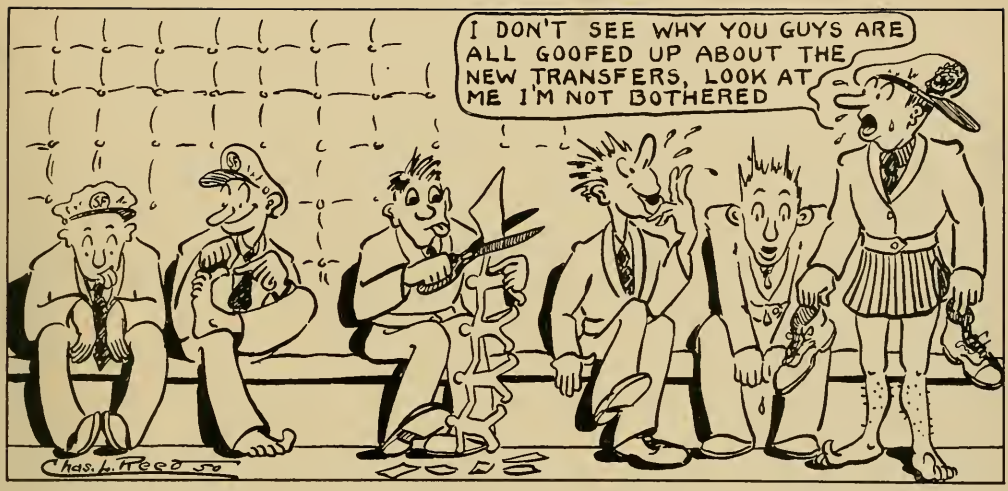
Their cooperation helps the operator to do a better job.

And this results in more and more commendations all the time.

Animal-lovers all are the men in these pictures. Upper left, Malcolm Duncan, Kirkland Operator, brought his dog along on his vacation at Santa Cruz. Upper right, Alex Spinner of Geary Shops holds this friendly cow in high regard. Lower left, Carpenter Joe Farr of Elkton Shops casts a loving eye on the four litle pigs he is feeding and envisons the pork chops of the future. Lower right, Kirkland Operator Mike Carpine and Dispatcher Stanley Hearst like birds, and they are certainly going to enjoy this fine collection.

OUR SISTER UTILITIES

Congratulations to *Julie O'Neil*, who was married on September 23rd. She is now Mrs. Ben Albrecht. . . . *Wally Connelly* has left the Engineering Division and is now with Boeing Aircraft in Seattle. . . . Vacation notes: *Tom Scanlon* spent a week at Angel's Camp and the second week at Feather River; *Joe Ruff* enjoyed two weeks in Yosemite Valley; *Helen Brandow* took a trip to the Northwest; *John Hurley* went South; *Edna Leopold* saw some of the National Parks; *Tim Daly* spent a week at Nice on Clear Lake; *Rulon Stevenson* visited his old home town, Salt Lake City; *Walter Luke* spent his vacation moving; *Nick Labash* painted his house; *Herb Paulive* went to Catalina Island; *Catherine Halkens* went to Lake Tahoe; *Tony Russo* stayed in Alameda; *Bill Duyer* was in Woodland; *Ardine Dumbrell* visited Yellowstone and Glacier National Parks; *Ethel Cullen* and *Elma Heitmann* made a trip to Canada; *Mary Mangan* went to Los Angeles; *Alice Garrett* enjoyed a three-month trip to Europe where she travelled through England, France, Italy, Spain, Germany, etc.; *Herman Von Bremen* was another Lake Tahoe vacationist. . . .Congratulations to *Max Briscoe* on his recent marriage. . . . Of all things, *Alice Miehlstein* had the mumps. Poor little kid! . . . Barbecued steaks and swimming were enjoyed by the BI.H&P personnel at *Bob Devine's* summer home recently. . . . *Alex Podchernikoff* has been off sick and we all hope he will be back soon. . . . *Carol Clark* has been working out digging spuds. Going to put blinkers on the eyes? . . . Everyone has been kidding *Ellen Westlund* about going to Klamath Falls on her vacation. What's up, Doc?



WASHINGTON-MASON DIVISION

Few visitors to San Francisco riding on the cable cars of our division will recognize the landscape they passed over on former trips to Fisherman's Wharf. Several construction projects are under way. The major one is the construction of the Broadway Tunnel, which is responsible for the temporary removal of the Bay and Powell line. When the good old No. 59 line returns to Mason Street again, it will cross Broadway on an overpass. This overpass will add glamor to the already thrill-packed ride to North Beach. . . . Marvels of the times—who would ever have pictured such goings on as *Tom Hutchings* (of the empty box fame) coaxing Run 1 Jackson over the Ridge Route; *Fred Pachue* winding up a rear brake on the hill from Taylor to Mason; *Earl Hugh* still stopping at Powell and Jackson for the switch; or *Bill Harkness* gazing around to see what the next street will be; and our dispatchers with only one line to worry about. . . . We are glad to report that *Dave Knoth's* health seems much improved since he moved to the top of California and Powell in the wee house. . . . Advice to amateur home builders: Don't lay rough concrete and then try to plough up same with your nose. It can't be done, according to the Voice of Experience, *Jim Buskirk.*

24TH STREET DIVISION

Operator *George Machin* has a method to his madness, especially when he gives a certain young lady a written explanation to present to her employer as to why she was tardy for her first day's work. . . . That worried look *Dave Curtin* carried around for a while has completely vanished since the arrival of a new baby boy. Congratulations are in order to the Curtins, especially since Dave so ably passed out the cigars. . . . Operator *Bill Coffaro* believes in seeing California first during his vacation. The beautiful scenery in and around the Bay Meadows area held Bill spellbound. . . . Dispatcher *Bill Hutchinson* is more than a little proud of his champion Hereford steer. Hutch is looking forward to the day when he can really get down to brass tacks in the cattle business. . . . Those spectacular picture postcards, signed by Relief Dispatcher *Len Clark,* indicated a pleasant vacation in the State of Indiana. . . . Operator *Don Embleton* passed out the cigars to commemorate the arrival of their new baby boy, which makes number five. Don says it's going to be an even dozen or else. . . . Senior Operator *John Baptista* has been enjoying his vacation. John's favorite sport is hunting everything and anything; he can often be seen in and around 85 Bruce Street sniping certain racing pigeons owned by a blond haired Utah motor coach operator. . . . The following operators from the Utah Division are now on active duty with Uncle Sam's Overseas Forces: *V. H. Calvert, E. L. Eyrl, P. Clingsingsmith, D. Weaver. J. T. Rogers, E. E. Johnson, J. Fitzgerald, A. Skaines, J. L. King,* and *W. Dimmitt.*

SYMPATHY

(We are sorry to report the deaths of the following fellow employees. Sincere condolences go to the families.)

Lee Constanzo, Geneva Conductor, died August 1st at St. Joseph's Hospital. He had been employed since August 27, 1947.

Mervyn M. Henry, Geneva Motorman, died suddenly on August 6th. He had worked the previous day. He was a Market Street man, starting August 27, 1917.

Benjamin Lacey, Inspector, died Auguest 31st. He had been retired for service in July. He had been employed since January 25, 1915, and had been an inspector for the past 26 years.

Joseph James McCarty, Geary Motorman, died July 21st after several months' illness. He had been employed by the Municipal Railway since June 5, 1923.

NEW MOTOR COACH YARD IS WELCOMED INTO MUNI FAMILY

Another modern motor coach yard was added to the Railway's operating properties on September 10th when the new Kirkland Yard replaced McAllister Yard. It was the fourth major maintenance unit (two trolley coach and two motor coach yards) to be completed under the Railway's rehabilitation program.

The new yard is located near Fisherman's Wharf in the block bounded by North Point, Powell, Beach and Stockton. At the present itme there are 155 buses operating out of Kirkland.

The pictures on this and the opposite page show the yard under construction and as it looks today.

This is the way Kirkland Yard looked last March before construction had started. The yard had been used for storage of rails and other equipment. Some of the Line Department's poles can be seen at the left. This picture and the one of the completed yard at the bottom of the next page were taken in two sections and pieced together, which accounts for the slight distortion.

By May, the Administration Building (far right) had been partially completed and work was in progress on the foundation for the bus washer which is in the middle of the yard.

Three huge tanks holding 6000 gallons each were installed in concrete lined pits. They contain gasoline and diesel oil. A fourth tank of 3000 gallon capacity holds motor oil.

In July, the service buildings had been erected and men were at work installing the hoses for lubricants and air in the pit area (foreground). There are three service pits.

The Administration Building was practically completed by the end of July. The division offices are at the front of the building and the gilley room and lockers are at the rear.

Dedication of the new yard took place on August 22nd. Above, Mayor Elmer E. Robinson shakes hands with General Manager William H. Scott while Commission President Philip F. Landis looks on. At right, the Mayor and the Commissioners gather around the plaque commemorating the dedication ceremony. Left to right are Commissioners Edward B. Baron, Victor S. Swanson, Sam McKee, Mr. Landis, Mayor Robinson and Commissioner D. A. Cameron.

★

(At left) the flag was flying proudly over the administration building as operations commenced on September 10th. (At right), a coach stops for gas in the dispensing station.

An overall view of the new yard shows about half of the 155 coaches which are housed there.

General Statement of Working Conditions, Fringes, etc., in Effect on Municipal Railway

In accordance with the promises of Management to representatives of the two unions representing operating personnel (Division 1308 AFL and Local 250 CIO), the following is a general statement of the working conditions, fringes, allowances, etc., in effect on the Municipal Railway.

Wages

Wages of platform employees are set by the Charter, effective July 1 of each year, and fixed at the average of the two highest prevailing wage rates of properties operating in California. The amount for the present year has been fixed at $1.53 per hour.

The following charter provision governs employment and payment of overtime, Paragraph 2 of Section 125, quoted as follows:

"PERSONS EMPLOYED AS PLATFORM MEN OR BUS OPERATORS IN THE OPERATING DEPARTMENT OF THE MUNICIPAL RAILWAY SYSTEM SHALL BE SUBJECT TO THE FOLLOWING CONDITIONS OF EMPLOYMENT: THE BASIC HOURS OF LABOR SHALL BE EIGHT HOURS, TO BE COMPLETED WITHIN TEN CONSECUTIVE HOURS; THERE SHALL BE ONE DAY OF REST IN EACH WEEK OF SEVEN DAYS; ALL LABOR PERFORMED IN EXCESS OF EIGHT HOURS IN ANY ONE DAY, OR SIX DAYS IN ANY ONE WEEK, SHALL BE PAID FOR AT THE RATE OF TIME AND ONE-HALF."

Employees are paid semi-monthly on the tenth and twenty-fifth day of each month.

Report Time and Allowances

Report time and allowances for taking out motor and trolley coach and turn in time—total of 25 minutes, divided as follows:

Report—getting outfit	5 min.
Report—getting coach	5 min.
TOTAL REPORT TIME	10 min.
Turn in coach	5 min.
Cash turn-in	10 min.
TOTAL	15 min.
TOTAL TIME	25 min.

Time allowances for conductors on two-man operated vehicles—20 minutes, divided as follows:

Report time: 5 min. for getting outfit;

Turn-in time: 5 min. for turning in car including placing of manually operated fare box into rack; 10 min. for making cash turn-in.

TOTAL .....20 min.

Time allowance for motormen:

Report time	5 min.
Turn-in time	5 min.
TOTAL	10 min.

Relief Time Allowances

a. Motor or trolley coach operators and conductors:

Getting outfit	5 min.
Getting to point of relief	2 min.
TOTAL	7 min.

b. Motormen:

Get to point of relief	2 min.

Overtime

Time and one-half to be paid for turn-in time where car hours exceed 8 hours or run is over 10-hour range.

Turn-in time shall be compensated on a premium basis where time worked plus the turn-in time exceeds 8 hours or where the range exceeds 10 hours.

Travel Time

All employees will be allowed travel time based on running time between any given points in both directions where it is actually required by Management.

Training

All time spent that Management directs operating personnel to train on operating vehicles shall be paid for NOTE: This does not include time spent at the school for training conducted by Management.

Assignments

No regular man shall be required to work other than his regular assignment except at his own wish or when detailed by the Management in cases of real emergencies.

General and Divisional Signups

a. Normal schedule changes, except in real emergencies, shall be restricted to four changes a year to occur generally in January, March, June and September. Under normal operating conditions these schedule changes should consist of one general and three divisional signups.

b. All schedule changes involving a change from one type of equipment to another, as for instance in the replacement of a street car line by motor or trolley coach, will be made a general signup.

c. When a general signup is held, all system schedules will be posted in a central location and sufficient time will be allowed so that all personnel on designated days will have the opportunity to make their choice of runs in accordance with their seniority.

d. Where conditions on any line require an increase of service in between the regular schedule changes, this will be handled with a new line signup.

e. When in an exceptional case it becomes necessary to reduce the service on any line in between regular signups, a special divisional signup will be authorized.

f. Temporary changes in schedules not to exceed two weeks for the purpose of taking care of special events, etc., may be instituted without the necessity of holding a divisional signup.

Time Allowances

Fifteen minutes time will be allowed employees for completing accident and unusual occurrence reports but not including miscellaneous reports made for the purpose of receiving refunds, telephone expenses, etc.

Timetables

Except in unusual cases where the pattern of travel on types of service

does not allow, the following general pattern shall be followed in the preparation of timetables:

a. At least 30% of all day runs shall be straight through (no spread time).

b. At least another 15% of all day runs shall be completed within nine (9) consecutive hours.

c. At least another 30% of all day runs shall be completed within ten (10) hours and thirty (30) minutes consecutively.

d. At least another 10% of all day runs shall be completed within eleven (11) hours and thirty (30) minutes consecutively.

e. The remainder of all day runs shall be completed within twelve (12) hours and thirty (30) minutes consecutively.

f. All night runs shall be straight through runs. A night run is defined to be any run completed after 8:00 P.M.

g. There shall be no day assignments ending after 8:00 P.M.

Discipline

All disciplinary action necessary for infractions of rules, which justify suspensions up to and not exceeding thirty (30) days is by law delegated to the Management of the Municipal Railway. The Railway has the right to terminate the services of any employee during the probationary period when in the judgment of Management the employee has proved incompetent to handle the assignment. Procedure in the matter of discharges is a recommendation for same by the General Manager of the Municipal Railway to the Manager of Utilities who within thirty (30) days is required to hold a trial. His judgment is final except that the employee has the right to appeal to the Civil Service Commission.

Accident Reports

Employees after filing an accident report with the Division Superintendent will be interviewed by him to determine the chargeability or non-chargeability of the accident. In all cases where the employee disagrees with the decision of his Division Superintendent, he may appeal to the Appeal Board, consisting of the following:

Director of Personnel and Safety.
General Claims Agent.
Superintendent of Transportation.
*Superintendent of Equipment.

Each of the aforegoing will have the right to designate a subordinate official in his department to act for him. The President of both unions or their representatives shall have the right to deliberate with this committee in its investigation of the facts of the accident.

Bulletin Board

A bulletin board shall be placed in a definite location at each division where bulletins issued by Management can be displayed. Employees will be required to read these bulletins daily. After two weeks, bulletins will be removed from board and pasted in a large book left in the gilley room for the convenience of employees wishing to refer to them.

Sick Leave

Present rules of the Civil Service Commission adopted in accordance with charter provision provide that each employee after one year of service shall be entitled to two weeks sick leave per year with pay. This allowance to be cumulative if not used to a maximum of six months. On applications for sick leave extending over five days they shall be certified to by a regular accredited physician and approved by the Municipal Railway physician.

Employees during their probationary period (six-month period) who become ill are allowed a maximum of 14 consecutive days' sick leave without pay. Failure to return on the fifteenth automatically terminates their service with the Municipal Railway. However, their names are returned to the Civil Service eligibility list for future certification.

A letter was written for Mr. Turner's signature to the Civil Service Commission on June 27, 1950, recommending that an amendment be made to Section 4, so that the general provisions of sick leave would apply to platform employees under the sick leave rule.

Health Service System

All employees automatically become members of the City Employees' Health Service System at the time of their employment with the exception of those who already are members of a recognized hospital association or those veterans who by reason of this service are entitled to treatment at military hospitals. Several plans are available to the employee, which will be explained to them at the time of their entrance into the system. The total cost of this service is borne by the employee by a payroll deduction.

Vacations

Vacations are granted under rules of the Civil Service Commission and ordinance of the Board of Supervisors in accordance with charter provisions. All employees are entitled to two weeks' vacation annually after one year of service, and no employee is allowed to receive vacation pay which would exceed what he would have received had he been working during the period of his vacation.

Beginning January 1, 1951, all employees with five years of service will be granted fifteen days' vacation.

Retirement Benefits

All employees automatically become members of the City Employees' Retirement System which, in general, provides for the retirement at age 60 for employees who had continuous service more than ten years, or at age 57 for employees who have had 30 years of service.

Disability retirement is provided for employees permanently disabled after ten years of service.

Compulsory retirement at age 65 for new employees and on a graduated basis for those employees who were in the service on July 1, 1947.

Retirement System provides half pay with approximately 30 years of service at age 60. This system is on a contributory basis, employees contributing a certain amount each pay day, which is deducted from earnings on percentage basis, in accordance with their age and time of entry into service. These contributions are matched by the city. Interest is paid on accumulated contributions to the employee and his principal plus interest is returned to him should he leave the service. In the event of death, the accumulated contributions of the employee with interest, plus six months average earnings are paid to employee's beneficiary.

Signed: WM. H. SCOTT,
General Manager.

September 1, 1950.

*When condition of operating equipment is involved.

GEARY-PRESIDIO DIVISION

Conductor and Mrs. *N. J. Stafford* are the proud parents of a baby girl. . .. Conductor *Timothy Daly* has been in Ireland seeing some of his old friends and also getting some of that good Irish cooking. . . . Operator *Charles Evans* has returned from a trip back to Oklahoma City. . . . Conductor *Michael Fitzgerald* vacationed in Salt Lake City and surrounding territory. . . . Dispatcher *Emery Dutcher* had an emergency call the other night for safety pins.Seems there were a couple of conductors who had some trouble. Conductors *Fred Blacklock* and *John Finnegan* will have to explain that. . . . Conductor *J. McAuliffe* is enjoying riding around in his new Ford. . . . Operator *Norris J. Meshberger* has gone and done it. Yes, he is married. Lots of good luck and best wishes. . . . Seems that our Superintendent's steno, *Violet Bahre,* was in too big a hurry to get home the other day. She had to come all the way back to the office for a package. Yes, it was the meat for dinner. . . . Motorman *Ben Pellandini* took a boat trip over to the Old Country, visiting with relatives in Switzerland. . . . We are glad to hear that Conductor *Paul Young* is satisfied now with a car that will get him where he wants to go. . . . Motorman *Louis Bacigalupi* has been on leave back in Detroit. . . . After spending two weeks in camp, Receiver *Monty Varella* has been called to regular duty in the Army. . . . Conductor *Thomas Hughes* is another one who took leave to visit Ireland; nice to get back to see all of the old-timers. . . . Receiver *J. McCormick* is back from his vacation with a nice new automobile.

HERE ARE THE CHANGES IN LINES MADE IN SEPTEMBER

There were a number of route changes made during the month of September, including the addition of three new lines and the extension of two more. The new lines were the No. 78 cross line on 30th Avenue; the No. 20A from Ellis and Market to Noriega and 48th Avenue; and the No. 20B from Ellis and Market to Sunset Boulevard and Vicente.

Extensions included the No. 18 from its old terminus at Sloat Boulevard to 48th Avenue and Point Lobos, and the No. 45 to cover the financial district as far north as Sacramento Street.

A new trolley coach turnaround loop was placed in operation on Market Street running via Fourth, Mission and Fifth back to Market. Alternate coaches of the No. 5 line are turned back after the morning peak hours, and coaches of the No. 6, 7 and 21 lines may be turned back as needed during the evening rush.

A partial substitution by motor coaches was made necessary on the Powell-Mason cable car line because of construction work on the Broadway tunnel. The motor coaches operate from Washington and Powell to Bay and Taylor Streets.

WM. H. SCOTT ELECTED DIRECTOR OF AMERICAN TRANSIT ASSOCIATION

General Manager William H. Scott has been elected to the Board of Directors of the American Transit Association. This honor was accorded him at the Emergency Executive Conference of the A.T.A. held in Chicago last month.

More than 400 executives attended the two-day conference, which was devoted mainly to a discussion of the transit industry's part in the nation's preparedness program.

GENEVA-OCEAN DIVISION

Summer vacations and daylight saving time are over, and all the kids are back in school again. A new Sign-Up is in effect, bringing new faces and new runs to the Division. Ocean and Geneva can handle them in their stride. . . . We have a new club called F.O.C.D. (Fraternal Order of Courteous Drivers). *Paul Harmon* is president; *Ed Sell,* vice-president; and *Gus Arimakopolous,* secretary. They are expecting a lot of members. Any of the other barns care to compete? . . . Congratulations to Mr. and Mrs. *Charles Johnson* on the birth of a nine-pound son. . . . A common sight in the gilley room: *M. Frasu, A. Schlueb* and *G. Dall* discussing the merits, etc., of their passengers or their runs. . . . Always a happy sight around the place is the big smile of *C. A. Briggs;* ditto Operator *L. Hart.* . . . Our sympathy to *H. Nygaard,* who lost an argument with a bus and found himself in the garage pit. A black eye never looked better. . . . Anyone with a fondness for deer meat should see Mr. and Mrs. *John Cheek.* They have a few acres in the country abounding with deer (All deer were still alive at the last report) . . . We are glad to hear that Conductor *John Birman,* who lost a leg in an accident a few months back, is recovering nicely. His gallant attitude should be an example to all of us. . . . That smell of mothballs is from the number of our boys who have been "reactivated" and returned to the various branches of the Armed Forces. We wish them luck and hope they will be back with us soon, with the world a happier and more peaceful one because of their efforts

RETIREMENTS

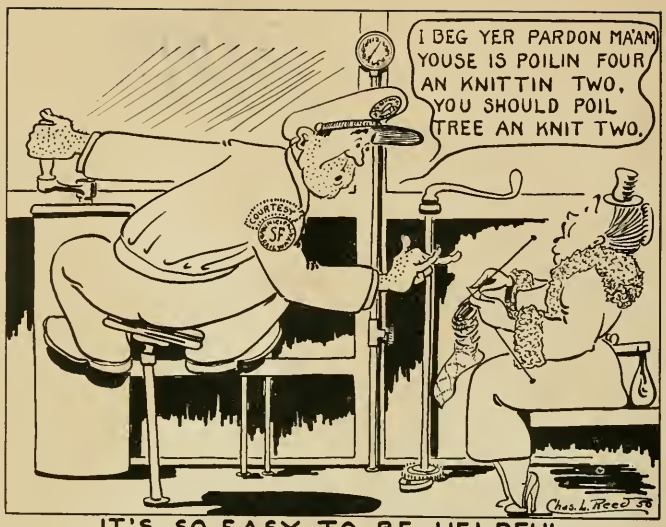
Name and Occupation	*Employed*	*Retired*
Timothy Clifford, Geary Motorman	7-23-25	7- 1-50
Patrick Connell, Geary Conductor	6-10-25	8- 1-50
John D. Costello, Sutro Motorman	10-28-24	8- 1-50
Stella Dermott, Stenographer	1-21-21	8-31-50
Alfred Dietrich, Track Subforeman	5-25-27	8-15-50
James Gregory, Janitor (from S102)	4-10-22	8-31-50
Ernest A. Hoffman, Car Cleaner	3-16-27	8-31-50
William C. Lundquist, Geary Motorman	8- 2-15	7- 1-50
Samuel O. Nielsen, Sutro Motorman	7-21-21	7-22-50
Hugh O'Connor, Geary Conductor	7- 2-13	7-16-50
Patrick J. Pyne, Sutro Motorman	9- 8-17	9- 1-50
James Skiadas, Geary Motorman	8-23-17	9- 1-50
William H. Stein, Geary Conductor	11-13-12	8- 1-50
Patrick Sullivan, Geneva Motorman	10-11-18	6-17-50

SUTRO DIVISION

Division Supt. *A. J. Schirmer* spent his vacation in Calistoga, taking a much needed rest as he is one of our steadiest workers. . . . During Mr. Schirmer's absence, Superintendent *Ralph Straun* took over and together with his new Division, Kirkland, and Geary Division, he was one busy man. . . . Three of our very good motormen have retired. We wish to extend our very best wishes for their future welfare to Motormen *Patrick J. Pyne, Samuel O. Neilson* and *John D. Costello*. . . . Someone mentioned that former Conductor *James Healy* was one of the finest elevator operators at the City Hall. This we must see. Good luck, Jim. . . . Conductor *James J. Barrett* is getting along fine after a siege of illness and looks fit, almost ready to return to work. . . . Motorman *Frank Silva* has been quite ill and we wish him a speedy recovery; we miss him on the C line. . . Shopman *Jake Marx* spent his vacation in Golden Gate Park. He used good common sense and shows that someone really appreciates our public parks. . . . *Tom King*, Sub-foreman at Sutro Shop, is going fishing and promises to return with some striped bass. Fishing is his hobby. . . . Motorman *Russell E. Madison* is leaving by streamliner for Kansas City, Missouri. He's been planning this trip for a long time and we hope he enjoys it.

OFFICE CHITCHAT

A delightful luncheon at the Domino Club was given in honor of *Stella Dermott*, secretary to *Harry Cooley*, who retired this month. . . . One of our most popular bachelors, *Herb Bloom*, is taking the final step on October 12th. The lucky girl is Miss Audella Wyatt. . . . Everyone in the offices has been most concerned about *Margaret Burns*, our switchboard operator, who has been so seriously ill. . . . Also about *Jessie Ormond*, who has been greatly missed by us all. . . . About *Bernice Haggard*, who will be confined to bed for some time. . . . And about *Ruth Urbais*, who had a major operation last month. Our sincere good wishes go to all four. . . . *Horace Hopkins* has received his appointment as Teller, remaining with the Railway. . . . *Frances Vennarucci* has announced her engagement to Frank Sanchez. . . . *Jim Pagee* and *Marty Varella* have been called back to the Colors. . . . Our little majorette, *Rae Matulich*, had an operation for twins (tonsils) and is back on the job again as well as ever. . . . *Gale Bishel, Ernie Cordini*, and *Ray Farrell* made the list for Special Collector, Water Department. . . . Vacation data: Canada claimed *Lorraine Graves, Claire Nash*, and *Alice Scarry*. *Merlin Henry* visited Niagara Falls and Quebec in his new Pontiac. *Earl Rambo* flew to little old New York. *Dolores Shea* picked Arizona. *Carlotta Steele* went deep in the heart of Texas. *George Watson*, the pride of the V.F.W., vacationed in Willows. The Southland attracted *Tess Taylor, Adele Campion, Tillie Husk* and *Remo DeLuca*. *Joy Burt* was lured to the desert. *Rose Lewis* roughed it in Mendocino County. *Helen Berger, Kitty Donohoe* and *Mario Russo* chose Yosemite. *Carmel Halloran* visited our Irish sister state to the north, O'Regan, *Anna Lee* toured Mt. Lassen and Tahoe. *George Evington* and *Ernie Cordini* spent some time in Lake County. *Isabel Doherty* fought freckles up at the Russian River. *Lolly Curtin, Thelma Lunde* and *Ted Green* put the "Ho" in Hobergs. *Bess* and *Paul Frasher* visited Carmel and points South.



IT'S SO EASY TO BE HELPFUL

POTRERO DIVISION

Now that the General Sign-Up is in effect, we see a lot of new faces and we also miss those who have left the division. So we say, "Welcome and farewell." . . . That funny noise you have heard recently in the gilley room is just *Aaron Barskey* blowing off steam. . . . That handsome operator with the winning smile and curly locks on the 22 line is none other than *Jim Banks*. Keep up the good work, Jim. . . . We sure felt sorry for the fish in the various lakes during the last two weeks of August. *Harold Lozier* and his wife were giving them a merry chase during their vacation. Results? . . . Now that the manpower shortage is becoming a problem, *Earl Kelley* will sure have to keep on the good side of *Bob Williams* or go in the beauty parlor business with his wife. Is he good looking! . . . To the wives and families of our employees who have gone into the Armed Forces, we send greetings, hoping that the time will be short and all reunited very soon. Keep looking up and all will be well. . . . *Vince Senatore* was given a nice plug on a radio show recently. Lloyd Buick mentioned Vince's courtesy on his "Sidewalk Reporter" broadcast.

POSTMASTERS:
Forwarding or return postage, or notification (with key) or form 3547 guaranteed

TROLLEY TOPICS
2301 San Jose Avenue
San Francisco 12, Calif.

MR. PAUL OPPERMAN
DIR. OF PLANNING
100 LARKIN ST.
CITY 2

RECEIVED
OCT 18 4 32 PM 1950
23

CITY & CO. OF S. F.
DEPT. OF CITY PLANNING

Sec. 34.66 P. L. & R
U. S. POSTAGE
PAID
Permit No. 4632
San Francisco, Calif.

Municipal Railway Employees on Military Leave

The Municipal Railway has begun to feel the Armed Forces' demand for men. Listed below are the names of those who have entered the military service within the past few months. We hope for their speedy return.

Name	*Classification*	*Branch of Service*	*Entered Service*
Anthony J. Allegretti	McAllister Operator	Navy	8-10-50
Eugene Anderson	McAllister Operator	Army	8- 9-50
Theodore A. Arditi	McAllister Operator	Marines	8- 1-50
Delmar C. Bird	Potrero Operator	Navy	8-28-50
Valmore H. Calvert	Utah Operator	Marines	8- 1-50
Paul W. Clingingsmith	Utah Operator	Marines	7-25-50
Robert E. Craig	Inspector	Air Force	8- 9-50
Robert H. Daggett	McAllister Operator	Navy	9- 5-50
Carl L. Dalessio	Potrero ERSM	Navy	9-16-50
James E. Daniel	Potrero Operator	Marines	8- 1-50
Richard A. Denchasy	Geary Conductor	Marines	8- 1-50
William A. Dimitt	Utah Operator	Navy	9-13-50
John M. Embrey	Potrero Operator	Marines	8- 1-50
Edward L. Eyrl	Utah Operator	Marines	8- 1-50
John Fitzgerald	Utah Operator	Navy	9- 1-50
Carl Fleishman	Potrero Operator	Marines	8- 1-50
Charles A. Fuchs	Potrero Operator	Navy	9- 1-50
Henry H. Hall	Presidio Operator	Army	8-19-50
Thomas D. Harvey	Potrero Operator	Navy	9-10-50
Alfred E. Hawkes	Potrero Operator	Air Force	7-19-50
Thomas B. Hoff	Ocean Operator	Navy	7-21-50
Arthur Jacobsen Jr.	Ocean Operator	Navy	8- 9-50
Edgar E. Johnson	Utah Operator	Army	9-11-50
Buster Brown Jones	Potrero Operator	Navy	8-25-50
Jerry L. King Jr.	Utah Operator	Army	9-11-50
Jerold L. Knudson	Potrero Operator	Navy	8-28-50
Tom Park Li	Wash-Mason Conductor	Army	8-19-50
Albert E. McCutcheon	Ocean Operator	Navy	9-15-50
William T. Millar	McAllister Operator	Navy	8- 9-50
LaVolvia Moore	Wash-Mason Motorman	Army	9-11-50
William J. O'Connell	Geary Conductor	Marines	8- 1-50
James R. Pagee	Utah Timekeeper	Navy	8- 1-50
Denie M. Plante	McAllister Operator	Navy	8-10-50
John T. Rogers	Utah Operator	Navy	8- 9-50
Robert Solnick	Ocean Garageman	Navy	9- 1-50
Adrow Skaines	Utah Operator	Navy	9- 1-50
George Stathes Jr.	Ocean Operator	Marines	8- 1-50
Timothy Sullivan	Track Foreman	Navy	9-11-50
Martin J Varella	Geary Receiver	Nat Guard	8-21-50
Delbert W Weaver	Utah Operator	Navy	8- 1-50

TROLLEY TOPICS

Vol. 5 OCTOBER, 1950 No. 8

CITY & COUNTY OF SAN FRANCISCO
Elmer E. Robinson, Mayor

Published under direction of the
PUBLIC UTILITIES COMMISSION

Philip F. Landis, President
Sam McKee Victor S. Swanson
Edward B. Baron Donald A. Cameron

Adeline Svendsen, Editor
Charles L. Reed, Artist
Marshall Moxom, Photographer

REPORTERS

Jim Lewis John Whitney
John Hurst Ken Howard
Jim Bittles Marie Jackicich
Emery Dutcher Vic Peterson
Joe Kennealy Dolores Shea
Jim Leslie Mary Swinney
Dick Griffin Elven Whelpley
Harry Franklin Jack Wehren

Address communications to 1345 Turk St.
San Francisco 15, Attention Editor

LINE DEPARTMENT

For those who have missed *Chuck Edmonston* on the graveyard shift, he is now operating on the swing shift. "A favor to *Ed Brown*," he explains. . . . Those employed in the electrical trades can look forward to better things after the October convention of electrical workers. Representing L. U. No. 6 will be Foreman *Jack Morgan* of the Line Department. On the way to Miami, Jack plans to visit Mexico City and Cuba. To embellish his trip, he has acquired $250 worth of luggage, a $12 wallet and a diamond tie pin. . . . Lineman *Al Walker* recently returned from a trip to Oklahoma. Looking for foreman material was the purpose of his trip, and although he had rounded up a couple of likely looking prospects, they chewed through the ropes and escaped in the night. . . . *Al Church* and a friend were having a little race out Lombard Street the other night, Al in his new Pontiac and the friend in a Mercury. The cop was real interested. His first words after they pulled over were, "Who won?"

TROLLEY TOPICS

MUNICIPAL S.F. RAILWAY

CHAS. L. REED

Volume 5 NOVEMBER, 1950 Number 9

FIRST "MUNI MAN OF THE MONTH"

Operator Francis F. McManus receives $50 bill from contest judges (left to right) Claire V. Goodwin, E. B. Sorensen and Mayor Elmer E. Robinson.

FRANCIS F. McMANUS IS FIRST "MUNI MAN OF THE MONTH"

POTRERO OPERATOR GETS $50 PRIZE AND PUBLICITY FOR WINNING SEPT. CONTEST

How does it feel to have over two million photographs of yourself scattered all over town?

"You sure get tired of looking at your own face," says Operator Francis F. McManus, with his customary grin. "But it makes a big hit with the family — and with the passengers, too."

The 33-year old trolley coach operator was the first winner of the "Muni Man of the Month" award, and the resulting publicity almost floored him. Mr. McManus received his $50 prize in Mayor Robinson's office early last month, and had a busy day with the reporters and photographers. He also was interviewed on a television show the same afternoon.

He had no sooner recovered from the first flurry of publicity, when his picture started appearing on car cards in all the Railway's cars and coaches. The attractive card shows Mr. McManus as the September "Man of the Month" and encourages patrons to continue to write in with nominations for the next month's prize-winner.

Mr. McManus drives a trolley coach on the No. 33 Ashbury line and has been employed by the Railway for nine years. He has a wife, Nora, and two daughters, Jeanne who is four years old, and Patricia who is one. A veteran of World War II, he spent four years with the Army, part of it in Europe.

The award was given to Mr. McManus on the basis of his pleasant manner with all passengers, courtesy in "observing the rules of the road," special consideration for both aged and youngsters, and his patience in answering questions and giving directions. He was also noted for his practice of calling a cheerful "Good Morning" to his customers.

A total of 1144 commendations were received during the month of September as compared to 43 in August and 30 in July. "We certainly appreciate the way the public has responded to this courtesy campaign," Utilities Manager J. H. Turner stated. "They have been very enthusiastic about their favorite operators, and we are certainly hearing about a lot of fine men. This campaign is alerting passengers to *notice* good service as well as encouraging the operators to *give* good service."

Judges who selected the prize-winning letter were Mayor Elmer E. Robinson; Claire V. Goodwin, President of the San Francisco chapter of the National Safety Council, and E. B. Sorensen, of Fielder, Sorenson & Davis, transit advertising firm.

The final selection was narrowed down to 12 men. In addition to Mr. McManus, the finalists were: Roderick E. Betts, Bernard B. Blessing, Henry L. Cologne, John P. Deasy, Lilburn B. Delaney, Frank E. Herald, Lawrence J. Kosar, Nick P. Revello, Joseph P. Sullivan, Abraham J. Sussman and Paul D. Tufo.

Car card space as well as the $50 prize were donated by Fielder, Sorensen & Davis. The studio portrait of Mr. McManus which appears on the cards was furnished through the courtesy of Gabriel Moulin Studios.

Others commended were:

Geary

Alfred Aaron, L. C. Bacigalupi, George S. Bunner, Russell Breedlove, R. J. Bunzal, James P. Curtin, A. J. Drouin, E. J. English, Clyde Finch, J. H. Fitzgerald, Frank J. Hare, E. G. Holmes, D. E. Hagan, H. S. Hildebrandt, John W. Martin, M. J. McDonnell, M. J. Nelson, C. F. O'Leary, V. S. Packard, E. L. Pratt, Ethel V. Rutland, J. P. Sullivan, A. J. Sussman, Herman Szabo, Henry A. Tilton, C. E. Wickett and Wm. E. Woodley.

Geneva Division

Leo Bercu, Harry W. Bowens, L. C. Cristiani, Lloyd S. Dilley, John J. Domas, Alfred G. Fuller, John G. Koehler, Maurice P. Herlihy, Marion F. Higuera, Gaston P. Lebrun, Isadore Mails, Jose Marquez, Jr.; Clarence E. Murphy, Peter Nerio, Archie Ney, Frank A. Offen, John J. Papale, Harry R. Preston, W. W. Reinhardt, A. Rigaumont, Albert J. Smith, D. J. Stevenson, Demetry Theodos, Michael Ward, Cornelius Whelton, Jacob J. Widmar, June H. Wiser

Kirkland Division

L. Arnold, F. Aschbauer, J. Brackett, F. A. Barone, B. Blessing, W. E. Burden, R. E. Betts, M. Carpine, W. Chesebro, C. Cirimeli, E. L. Cherinkh, H. L. Cordona, C. Cirimeli, J. Decker,

Little Patricia McManus tells the Mayor "diamonds are a girl's best friend"— and that $50 bill will do for a starter. The 1-year old charmer managed to grab the envelope whenever the opportunity presented itself. Left to right are Mrs. McManus, 4-year old Jeanne, Mr. McManus, Patricia and Mayor Robinson.
—Photo courtesy San Francisco Call-Bulletin.

James Davis, R. H. French, D. N. Flecher, J. Fitzpatrick, H. L. Gordon, J. Geary, V. Groves, W. P. Gazaway, L. Hancock, G. Henderson, L. Henderson, G. K. Hulse, L. E. Howard, G. A. Hurlbut, R. F. Howard, W. W. Irwin, E. S. Jones, J. E. Johnson, H. A. Johnsen, T. S. James, Paul Jones, H. Klezmer, M. E. King, J. A. Logasa, B. S. Massey, T. A. Medina, J. Minneweather, H. A. Molina, E. Merrill, J. McCowan, G. D. McGuirk, A. D. O'Loan, J. Reich, J. Roundtree, S. Robinson, D. R. Siemens, M. Simpson, F. R. Stokes, M. N. Tom, A. Vittori, H. C. Welch, L. A. Wilbrand, E. D. Ward.

Ocean

Richard R. Allen, Patrick P. Altieri, William Antone, Bruno Antonio, C. Asimakopoulos, Rinaldo E. Baracco, Russell Barnett, K. H. S. Berndtson, Victor L. Berta, R. A. Blanquie, Harry J. Brasesco, Jean Brice, Freddie Brown, L. N. Burghart, Cecil B. Butts, Eugene J. Carli, Ray G. Carroll, L. J. Christen, Jr.; Edward A. Coleman, Henry L. Cologne, Martine R. Cortesi, Dominic Costantino, Ross D. Craig, P. T. Dalton, Leroy F. Denyes, Peter G. Economu, Timothy Erdy, Thomas Z. Evans, Joseph Fay, Chester Fleherty, Geo. L. Ford, Chas. C. Frey, John R. Garcia, Richard Gitchell, T. W. Gowanlock, Tino D. Granucci, Curtis E. Green, Norman H. Greene, Robert H. Greer, Arthur G. Gunner, William H. Hage, Leonidas Hall, Arnie G. Hansen, Paul Lee Harmon, Paul W. Harr, Frank E. Herald, Edward G. Higgins, Edward P. Hildreth, Cecil Roy Johnson, Louis Jones, Justin Jutus, Jr.; Frank E. Kehr, Marvin Kimber, Orom S. King, Michael Kulis, Frank J. Latrowel, James Lennon, Chas. William Long, Lee Leroy Lowrey, Andy Lucero, Foy Lynch, Leo J. Mahoney, Omar M. Miller, Thomas McGrath, John W. Newsome, Norman L. Nicolas, Joseph F. Noga, Vernon E. O'Connor, Philip E. Pate, Raynard Patterson, Eugene Perry, Leo L. Pointer, Allan J. Powell, Casimiro Santoni, Manuel T. Saunders, Edward G. Sell, Frederick H. Shere, R. H. Simpkins, Joseph Sinigiani, August John Slaby, Otto E. Smid, Frank M. Soto, William Steffers, Walter Stone, C. J. Sweet, Jr.; Moses M. Thomas, Robert A. Thompson, John Elmer Tomola, Gus W. Tsouvas and Paul S. Whitten.

Potrero Division

L. J. Angeli, R. C. Aragon, L. E. Bailey, L. A. Baker, J. G. Barclay, F. C. Barnett, G. H. Barni, M. F. Bass, K. Bowlin, J. Brown, F. E. Butler, F. J. Carsner, C. S. Cavitt, H. Chonoplis, R. D. Coonan, H. E. Curry, A. D'Acquisto, J. P. Deasy, M. D. Diaz, L. S. Falls, L. W. Favale, R. Fontaine, J. Gianetti, D. G. Giuntini, J. H. Goldsworthy, Willie L. Green, J. H. Hatter, F. B. Howe, G. Hullin, H. G. Hunt, J. C. Hursh, Harvey Jackson, G. D. Jacobs, Ernest Johnsen, G. F. Johnson, E. Jostmeyer, E. F. Lavin, M. J. Lindelli, W. Lopez, J. Marcelli, L. T. Martin, L. C. Mogensen, M. Montgomery, C. L. Mullins, D. F. McCarthy, F. F. McManus, J. McQueen, H. J. Neubecker, G. Pechina, V. Senatore, B. J. Simpson, G. A. Smith, J. D. Smith, C. H. Sprague, L. H. Vezzali, Johnnie Walker, J. F. Wargo, R. P. Williams, H. D. Wilson.

Operator McManus received congratulations on all sides. Here Utilities Manager J. H. Turner (seated) and Potrero Division Superintendent W. R. Mason are asking him how he felt when he found out he had been chosen "Muni Man of the Month."

Presidio Division

Floyd R. Booth, H. L. Bigelow, S. Barone, Wm. J. Butler, Martin E. Baker, Thomas S. Cullen, V. Derryberry, R. W. Denman, E. L. Dean, L. B. Delaney, D. J. Dineen, J. L. Elliott, M. A. Foley, Jr.; G. H. Fendel, W. J. Gillette, G. T. Gunderson, R. C. Gnecco, L. J. Kosar, L. J. Nybye, L. H. Pfeiffer, F. J. Robinson, E. B. Seals, A. A. Schmidling, Walter Schilber, W. C. Stone, William M. Tejada, Arthur Taylor, Jr., and . M. Wilczek.

Sutro

Ashby Anderson, C. J. Bible, T. Bradbury, Roy Cummings, Martin Mulkeen, Ed. Schulman and J. Tucker.

Utah Division

J. L. Abeyta, J. Bechtold, A. Bottaro, R. P. Cave, E. Chase, J. DeCampos, E. L. Ellingson, H. Ertman, H. Englebert, A. G. Fleming, W. H. Franks, J. S. Gillis, J. Gollob, H. H. Garcia, C. F. Hanneman, F. R. Holtzen, G. Hines, M. T. E. Johnson, A. H. Kraeber, F. Lose, T. Love, I. R. Myerson, C. Manning, K. E. Maxwell, M. M. Newman, M. A. Neilsen, E. J. Pieroni, E. J. Payton, H. R. Pewitt, F. Riegert, N. Revello, F. Rodriquez, W. F. Schneider, J. E. Santos, G. P. Smith, J. A. Semien, D. P. Tufo, P. Velasquez, B. H. White, E. Whittle, H. O. White, A. Zgraggen.

Washington-Mason

James Hamilton and Kenneth G. Scott.

PUC PRESIDENT LANDIS WINS NEWSMEN'S AWARD

Philip F. Landis, president of the Public Utilities Commission, was chosen last month by the City Hall newspaper reporters as 1950's outstanding city and county government official. The presentation of the award was made by Ray Leavitt, Chronicle reporter, dean of the City Hall press.

Mr. Landis was chosen for the award for his "able direction of the Commission and his fixing of policy in the very complex job of running the city's public utilities."

Bernard B. Blessing

John P. Deasy

Frank E. Herald

Mayor Robinson Says Twelve Finalists Are "Top Salesmen" for City of San Francisco

Special recognition was given by the contest judges to the 12 men who were still "in the running" right up to the final decision.

"These men all deserve an 'honorable mention' at least," said Mayor Elmer E. Robinson, who served as chairman of the award committee. "The City is grateful to them for the service they are rendering both to our local citizens and to visitors. They are the 'top salesmen' of San Francisco."

The Mayor expressed his pleasure at the public's response to the request for commendations. He also had a good word for all the Railway employees who received Courtesy Citations during the month.

"We want to encourage this kind of performance," Mayor Robinson concluded. "A good transit operator reflects credit on the whole city. He is one of the closest contacts we have with the tourist trade, and men such as these are invaluable in creating good-will."

The men who, along with Mr. McManus, were considered in the final selection were:

Roderick E. Betts

Operator Betts of Kirkland Division drives on the No. 2 Sutter-Clement line. He has been with the Railway for five years.

Bernard B. Blessing

Operator Blessing of Kirkland Division drives the No. 19 Polk Street bus and has been employed for nine years.

Henry L. Cologne

Operator Cologne of Ocean Division is a driver on the No. 25 Bryant line. He joined the Railway nine years ago.

John P. Deasy

Collector Deasy of Potrero Division serves as a loader at various locations. He has been with the Railway for four years.

Lilburn B. Delaney

Operator Delaney of Presidio Division works on the No. 5 McAllister line. He has been with the Railway for five years.

Frank E. Herald

Operator Herald of Ocean Division drives the No. 14 Mission Street bus and has been employed for three years.

Lawrence J. Kosar

Operator Kosar, Presidio Division, is a driver on the No. 5 McAllister line. He has been with the Railway for three years.

Nick P. Revello

Operator Revello of Utah Division works on the No. 47 Potrero line. He has the longest service record of the 12 finalists, with 32 years to his credit.

Joseph P. Sullivan

Collector Sullivan of Geary Division is a loader at the Bridge Terminal. He started with the Railway 28 years ago.

Abraham J. Sussman

Conductor Abraham J. Sussman of Geary Division works on the "F" Stockton Street line and also serves as a loader. He has been employed for nine years.

Paul D. Tufo

Operator Tufo of Utah Division drives the No. 24 Divisadero bus and has been with the Railway for twelve years.

Lawrence J. Kosar

Joseph P. Sullivan

Two months ago, the new Muni operators' baseball team made its bow in Trolley Topics. This month we present the Bus Garage team, known as the 24th Street Tigers. Kneeling are Bill Williams, Mike Conroy, Art Holmer, Joe McCarthy, Jack Brundett, Frank Scherzer. Standing: Rudy Ruis, Clarence King, Charles Morrissey, Larry Wollangk

POTRERO DIVISION

Everyone at this division was grief-stricken to learn of the death of one of our most beloved men, Instructor *John Donne*. He was stricken with a heart attack, and died October 21st. Our deepest sympathy goes to his wife and the other members of his family. . . . We were all very proud that one of our operators, *Francis F. McManus*, was selected as the first "Muni Man of the Month." Operator McManus and our Division Superintendent, *W. R. Mason*, were presented on a television show on the same day the award was presented. They both made an excellent appearance, and we expect to hear from the talent scouts any day now.

GEARY-PRESIDIO DIVISION

Dispatcher *Emery Dutcher* is absent due to illness, and these lines are being written as a substitute to fill in for him. We sincerely hope that he will recover very rapidly. . . . Dispatcher *Robert Moyle* has returned from his vacation, and things will be shaping up to normal once more at Geary and Presidio Division. Bob's wife has been ill, and we are glad to report that she is much improved. . . . Motorman *George L. Fordtran* is taking a trip on his vacation and intends to drive to some place in Nevada. Here's hoping he has a good time. . . . Receiver *Charles Welch* is also on the sick list and we miss him very much. There have been many inquiries about his welfare, and we hope he returns to duty soon. . . . During these trying days the operating personnel have been very cooperative with the signing of the loyalty oath and all, for which we wish to express our sincere thanks. . . . One of our new operators is *Virgil Barkhurst*, who was aboard the Benevolence on its last disastrous voyage. He is appearing at various hearings in connection with the sinking. . . . The popular instructor, *Richard Furth*, has had a long siege of illness. Everyone has been asking about him, and we all wish him a speedy recovery. . . . Many of the trackless trolley operators have lent a helping hand by working as motormen, having retained their skill in that capacity. Some of our regular motormen have been ill, and this was greatly appreciated. Many thanks to these boys.

(Our substitute reporter this month was Harry Franklin, and we certainly appreciate his cooperation in taking over while Mr. Dutcher was away.)

OUR SISTER UTILITIES

Congratulations and best wishes to *Larry Archer*, who has left the Water Department Engineering Division to become Assistant Director of Public Works. . . . Our photographic department is feeling pretty proud now that they are about to move into such fine new quarters at the Geary car barn. Lots of good luck to *George Fanning*, *Marshall Moxom* and *Bill Wankowski*. . . . *Doug Mirk*, Superintendent of Moccasin Power House, brought his wife, Muriel, down to San Francisco for a weekend recently. . . . *Ann Smith* of the Airport is off on leave at the present time, and *Dorothy Dillon* is taking her place. . . . The amiable feud between *Bill Mitchell* and *Norman Bennernagel* is the delight of the rest of the staff in the General Offices.

SYMPATHY

(We are sorry to report the deaths of the following fellow employees. Sincere condolences go to the families.)

William Aubertin, Sr., ERSM at Geneva car house, died October 7th as the result of a skull fracture suffered in a fall. He had been employed since March 2, 1942.

John Donne, Instructor at Potrero Division, died suddenly of a heart attack on October 21st. He was 47 years old. He had started with the Railway as a Conductor on September 14, 1925, and had served as an Inspector assigned to the Instruction Department for the past two years.

Maurice P. Herlihy, Geneva Conductor, died September 18th, while he was on vacation. His death was due to a heart attack. He had been employed by the Municipal Railway since September 26, 1923.

William H. Hinckle, ERSM at Sutro Shops, died September 23rd after a long illness. He was a Charter employee, and had been with the Market Street Railway since July 1, 1926.

Frank Lema, ERSM at Elkton Shops, died October 12th in the hospital at Petaluma. He was 55 years old and had been with the Railway since September 2, 1943.

James McManus, ERSM at Elkton Shops, died October 8th. He had been ill for about a year. He started with the Market Street Railway on September 12, 1907.

McAllister car house of the Market Street Cable Railway Company in the 1890's.

After the earthquake, the McAllister line was converted to electricity. At the time this picture was taken, October 26, 1906 the wires had just been strung.

Eight years of electric operation had been completed when this picture was made in 1914. The "Chicago" cars purchased after the fire were still new and shiny.

ABANDONMENT OF McALLISTER YARD RECALLS PAST HISTORY

On September 9, 1950, the last vehicle was removed from McAllister yard, and workmen proceeded to tear down what was left of the 70-year-old barn.

Thus, the last of the five car houses built by the Market Street Cable Railway Company in the 1880's was abandoned. The others built by the enterprising company in that decade were the Hayes, Valencia, Castro and the Haight Street barn.

Since its original construction as a cable car barn, McAllister has housed many different types of Railway vehicles. After the earthquake and fire of 1906, new electric cars purchased from the Chicago City Railway Company replaced the McAllister cable cars. And 42 years later, in June 1948, the old yard had to make another major readjustment to handle motor coaches.

It was at this time that most of the car house was torn down. Only enough of the building remained to serve for offices and gilley room. Despite its lack of either convenience or comfort, McAllister served a very valuable purpose as a temporary maintenance yard. Without it, the rehabilitation program could not have progressed as fast as it did.

The pictures arranged here in clockwise order show how McAllister yard has looked during various stages of its history.

After the street cars went to the "graveyard," most of the building was torn down to make room for motor coaches. Temporary facilities (gasoline tanks and service pits) were constructed, and the yard has housed 130 coaches during the past two years.

Both street cars and motor coaches were housed at McAllister for a two-week period in 1948. The building was beginning to show its age by this time. Shortly after this picture was taken, most of the structure was torn down.

The last McAllister street car to come into the old barn was welcomed by some long-time employees. Final runs of the 5 and 21 lines were made June 5, 1948.

GARAGE EXHAUST

Although the virtue of patience often reached yield point, McAllister hearties came through with heads bloody but unbowed and are now safely ensconced in their new facilities at Kirkland, but they miss the rocks and find walking on smooth pavement a novelty. . . . Countless vacation tales have now been told and evaluated, and can be summed by the finely printed language contained in two cards received from *Bud Soward* of Unit Repair. One reads: "Had a lot of trouble. Blew a tire at 95 mph in Hayward. Dynaflow quit on grade coming in from Fresno. Was going too fast to turn at Merced. Bantams to Zephyrs passed us like we were in reverse in mountains. Hit porcupine in Wawona Tunnel — another tire plus fine for killing game out of reason. Rodger cut his foot with axe. Ruined new pair of shoes. Richard hit a deer with a rented bike. Deer and bike okay. Two bears broke half gallon syrup jar in ice box last nite. Also three dozen eggs wrapped in spare blanket. My wife refuses to cook. I've poison oak. We camped in the dark — on an ant hill." Bud's other lament reads: "No wonder attendance is low at this place. It's full of pugnacious bears, squealing squirrels and chittering chipmunks, low flying so-and-so jaybirds and profiteering shopkeepers. Hauled a three-foot section of log 4¾ feet in diameter 15 miles in trailer. Broke trailer. Used neigbor's axe for wedge. Broke axe. He took one-fourth of the wood and seemed unhappy. I wouldn't be so generous but he's bigger. Weather varies — small drops, large drops, small drops, etc. Cool, cooler, cold, colder. The wind whispers in the tree tops and shouts on the ground below. People driving by throw up large clods of mud so I do the same to them." And so we eagerly await next year's trips! . . . A joyous greeting of welcome to this world to Sheila Ann, brand new daughter of our *Ken Murray;* Michael, husky new son of *Fred Thomas, Jr.;* and the cause of *Howard Thomson's* first appearance as a grandpappy, Nancy Carol.

(May we offer our congratulations to the contributor of the above column, Victor C. Peterson, who received his appointment as Supervisor of Automotive Equipment on October 6th. Mr. Peterson is one of the pioneers in the automotive maintenance division, having started with the Railway July 1, 1927.)

BUREAU OF ENGINEERING

The final vacation snapshot was taken by *Bill Thormahlen,* who chose Seattle as his background scenery. *Marie Jackicich* took to the Grand Canyon. *L. M. Jeffers* thoroughly enjoyed British Columbia and points north, while *Shorty von Husen* lazily basked in the sun on the beach of Capistrano. *Harry Peshon* drove to the great big city, New York, and came back tired but happy. Our real ambitious guy was *Leon Shew,* who painted his sister's (club?) house. . . . Some people may have a favorite fish story, but ask *Otto Heyer* about his favorite seagull story. . . . Examinations don't make our boss, *Fred ReQua,* nervous. He always sleeps only two hours per night! . . . Candy and cigars were passed out by *Ted Chung* as the proud father of a baby boy. . . . *Park Wong* might be a Mechanical Engineer, but the electrical current that he sends out is something to watch. "Live Wire" Wong he's now called. . . . Winter must be near. *John Carlson* put up his sailboat in drydock; *Danny Lucey* hung up his tennis racket; and *Charlie Reed* changed from a straw to a felt hat. . . . Some unnoticed observations: *Roy Davies* dreaming of next Spring and his law degree and no more night school. What then, Roy? *McCall* and *Lee* reading the Wall Street Journal.

SHOP NOTES

For the convenience of shopmen, literature on the Civil Service Employees' Insurance Union has been made available within the department through *Warren DeMerritt,* Potrero Division; *Willis Sawyer,* 24th Street Garage; *Earl Rueter,* Kirkland Division, and your reporter (*Jim Leslie*), Elkton Shop office. Primary aim of this organization is to provide low automobile insurance rates along with investment benefits for Civil Service and other specified public employees . . . Shopmen who left for the I.B.E.W. Miami Convention, namely *Frank Smith, Frank McQuaid, John Williams* and *John Morgan,* have been postcarding back from various points on the continent, and from all reports are having a time which they will long remember. Being hearty railway employees, they were left unscathed by that Florida hurricane which greeted them at Convention time, but no doubt they will have something to tell of this experience, too, on their return home. . . . Just what *Joe Farr* was feeding those four pigs pictured in last month's issue remains a mystery, but *Tommy Thomas,* who later bought one of the porkers, says he knows it wasn't centipedes because his package of butchered swine contained only six legs. Tom says a pig is supposed to have eight legs. How about it, Joe? . . . *Harry Andresen's* recent 242 game helped to bring the second place Railway Shop team within seven pins of the seasonal high game of 1003 in the City Employees' Bowling League which rolls at 7:00 p.m. on Monday nights at the new Park Bowl. . . . *Vic Schultz* of Elkton Stores is recovering from his eye operation and expects to be back on the job soon.

David D. Canning

MEET DAVID D. CANNING NEW TRAFFIC SUPERINTENDENT

Speeding up service in San Francisco is a tough problem, but our new Superintendent of Traffic, David D. Canning, thrives on just such problems.

Mr. Canning, who has had considerable experience with other transit systems, started his new job with the Municipal Railway on October 1st. He comes to us from the Los Angeles Transit Lines, where he had been working on the rerouting and modernization program which has accomplished excellent results there.

Mr. Canning has a number of new ideas for improving the local transit picture. At the present time he is making traffic studies and assembling the information on which his program will be based. The Schedule Department has been doing an excellent job in the face of many problems, he stated. He was high in his praise of the personnel in the department and said he was looking forward to his work with them.

Mr. Canning started as a bus driver with the Los Angeles Motor Coach Lines in 1923. In 1937 he was appointed Assistant Manager. The company was dissolved a few years ago, and Mr. Canning joined the Los Angeles Transit Lines. Aside from his work in streamlining the transit network there, he has aided in the development of a new fare zone pattern, conducted research in psycho-physical testing of drivers, and has been active in the safety program. In addition to these duties he has on occasion acted as a private consultant on matters respecting rates, routes, service, scheduling, etc., for various transit companies in California, Arizona, New Mexico and Oklahoma.

TRANSPORT CORPS UNIT VISITS 24TH STREET SHOP

Colonel John B. Rice, Commanding Officer, Transportation Corps, U. S. Army Reserves, and a group of 54 men visited the 24th and Utah Shop recently and inspected the maintenance facilities there.

The tour was arranged by C. D. Miller, Superintendent of Equipment, and V. C. Peterson, Supervisor of Automotive Equipment.

The members of the group were all greatly impressed with the complete and efficient arrangements in the garage and said that it was the best equipped shop that they had visited.

OFFICE CHITCHAT

Olga Brasesco had a hectic 18-hour drive to Arizona, and returned several shades darker. . . . *Betty Hodgsen* is helping out with the typing in Claims during the illness of *Bernice Haggard*. . . . *Kay O'Malley* returned to active duty with the WAVES, and the gang at Geary gave her a big send-off at Simpson's. . . . The lads from Payroll are only one game off the pace in the 22-team Municipal Bowling League, despite a 3-0 trouncing at the hands of the leading Machinist five. *Joe O'Neill, Paul Carr, Jim Dickinson, Lloyd Imeldi, Billie Ochoa, Omar Miller* and *John Whitney* form the team. Incidentally, they copped the weekly case of Acme beer with a 2840 series, which is still the top series rolled in the circuit. . . . The *Pete Beasleys* had a wonderful trip through Mexico, seeing Vera Cruz, Mexico City, Acupulco and "many hotsy totsies". . . . *James "Jay" Barry* arrived in October to make it an even half-dozen for Papa John. . . . *Margaret Armstrong*, the new steno in Public Service, is up to her ears in commendations; she's working on the Courtesy Citation program. . . . The Turk Street office staff is bemoaning the loss of the three musketeers of the Schedule Department, *John Barry, Joe Guidi* and *Bob Johnson*. "Ah well, 'twas better to have had them for a little while than never to have known them at all." . . . *Jim Kavanaugh* of Ocean Division Timekeeping became the proud father of a baby girl, Barbara Jean, on August 29th. . . . Our newest bride, *Francis Vennarucci Sanchez*, was entertained at a lovely pre-wedding luncheon at the Domino Club.

WASHINGTON-MASON DIVISION

Some changes have taken place in the division recently, namely the revised tables for both the Jackson and Powell lines. When the Powell cars were removed to allow for the construction of the Broadway tunnel, all of the cars were sent out Jackson Street. This caused a slight confusion in the headways, and a new set of tables were put into effect. As the Powell line was again put in operation, a new dash sign has been added stating that the car goes only to Jackson and Mason. . . . The crews of the Powell line are now known as the 20 and 40 men (20 trips and 40 times on the turntables). Not bad if you eat Wheaties in the morning. . . . One of the puzzling things around our gilley room is the extreme politeness between two of our old-timers, *Gus Dales* and *Tom Hutchings*. We wonder what cooks as they are heard to say, "Give it to Gus" or "Give it to Tom." . . . *George Cocoles* wanted his knife sharpened the other morning, but when a fellow conductor obliged and then demonstrated on Cocoles' new pencil, George had to be restrained from jumping out the window. The cut pencil was replaced by his pal, but Cocoles proceeded to try the knife out on it and found that he had four short pencils instead of two long ones. . . . Conductorette *Mary Ball* and our Superintendent, *George Lewis*, appeared on a recent television show and explained something about our cable system.

MUNI "GLAMOR BOYS" RATE HIGH, SAYS CYNTHIA GREY

Did you read the letter from "Perplexed" in Cynthia Grey's column in the News the other night? It seems the young lady was worried about being tactless in turning down a friend's offer of an automobile ride; later he had seen her waiting for the bus.

We weren't so concerned about the girl's problem, but we did enjoy Miss Grey's reply. She said: "Don't worry about hurting his feelings. Can he help it if you prefer a Muni Man to him? This courtesy drive, you know, is making some of our bus drivers mighty glamorous."

See boys? When you turn on the charm, people can't help noticing it.

Maybe This Seems Like "Kid Stuff" — But It's Not!

Elementary? For beginners only? Well, it's certainly true that the accident situations illustrated on these pages are in the "primary" class. But surprisingly enough these accidents are just as prevalent among experienced drivers who should know better as they are among our newest employees.

Accidents, even minor ones, are a serious liability — both to the company and to you. Keep your record clear. Study the "wrong and right way" pictures on these pages to see how you can avoid those common types of accidents.

ALIGHTING ACCIDENTS

September Total 25

(Above) Here's one of the easiest ways to get an accident charged to your record. All you have to do is come angling into a corner like this and stop about three feet away from the curb. Then your alighting passenger will have to leap for the sidewalk with every likelihood of suffering a serious fall. Either that or she'll step down into the street first and then probably stumble over the curb. If she does manage to make it safely, you still have a good chance for an accident. With the rear end of the bus sticking out into the street like that, there's an excellent possibility that an automobile will strike you.

(Below) In case you want to *avoid* accidents, here's the proper way to pull into a stop. The bus is in parallel to the sidewalk with both front and rear doors about a foot from the curb. This makes an easy step for your descending passengers, and there is very little likelihood of an automobile striking the rear of the bus. Note that the operator has stopped his bus so that the descending passenger will not walk right into the fire plug. Always watch for street signs, packing crates, or any obstruction that may be in the path of your descending passengers.

ENTRAPMENT ACCIDENTS

September Total: 14

Making a right turn from the center lane is always bad. The picture at the left shows a typical entrapment accident with the coach far out toward the center of the street and turning to crush the fenders of the automobile in the right hand lane.

The picture at the right shows the coach making a proper turn, in a position close enough to the curb so that an automobile cannot possibly be caught in a "squeeze play."

BOARDING ACCIDENTS

September Total: 15

(Above) Some of our boarding accidents are due to the passengers' carelessness, of course, but a great many of them are due to hazardous practices on the part of the operator. Here our boarding passenger is making a gallant effort to reach the step in one stride. If she misses she'll probably take a nasty tumble. Stopping at this particular distance from the curb creates a worse hazard than if the bus were still further out in the street. At least if the bus is far away, the passenger realizes that she must take several steps on the pavement before boarding the bus. At the distance shown in our picture, the passenger may hesitate about whether to try to make it in one step or in two, and if she changes her mind in midstream, she's sure to fall.

(Below) When the coach is brought into the curb properly, passengers have little trouble entering the vehicle. As in the alighting picture on the opposite page, the coach is well into the curb where both boarding and descending passengers can be handled safely. In this position the coach does not interfere with the flow in traffic in the center lanes.

(These pictures were posed by Violet Bahre of the Geary Superintendent's Office and Duke Wormuth of the Accident Prevent Department.)

POSTMASTERS:
Forwarding or return postage, or notification (with key) or form 3547 guaranteed
TROLLEY TOPICS
2600 Geary Boulevard
San Francisco 8, Calif.

RECEIVED
NOV 21 11 34 AM 1950
CITY & CO. OF S. F.
DEPT. OF CITY PLANNING

MR. PAUL OPPERMAN
DIR. OF PLANNING
100 LARKIN ST.
CITY 2

23

Sec. 34.66 P. L. & R
U. S. POSTAGE
PAID
Permit No. 4632
San Francisco, Calif.

How To Hypnotize Your Passengers

Have you ever wondered how you could get your passengers to do just exactly what you want them to do? Have their fares ready and move right back into the bus and all that?

Well, it isn't so difficult really.

All you have to do is hypnotize them.

Of course, it probably wouldn't be practical to put all your passengers in a trance in order to get them to do what you want.

But there's a fairly simple method of handling your passengers that will accomplish the same purpose.

It's really all a matter of psychology. You may have noticed how one operator gets his riders to do anything he tells them, while another operator can't seem to get any cooperation no matter what he says.

The smart fellow knows how to "win friends and influence people," and it makes his job comparatively easy. He doesn't wear himself out trying to force his reluctant passengers around. He knows the secret of getting others to work *for* him instead of against him.

He can hypnotize his passengers with the greatest of ease. And he doesn't need any magic formulas. He does it with a smile and a friendly word.

ACCIDENTS DECLINE 23% COMPARED TO LAST YEAR

Accidents on the Municipal Railway have been declining steadily. For the nine-month period through September 30th, we showed a 23 per cent decline in the number of accidents per vehicle hour as compared with the same period in 1949.

Proud as we are of this record, we still have a long way to go before we can actually be satisfied with our accident totals. There are still far too many mishaps that could easily be avoided.

TRACK DEPARTMENT

Bill Hook and *Ray Chapman* of the Turk Street Garage went deer hunting recently. Didn't get any deer but they didn't come home empty-handed. Unknown to them, a rattlesnake had crawled into Ray's sleeping bag as they were packing to come home, and Ray carried the snake around in his car for about a week after his return. . . . The Track Department was sorry to lose Foreman *Timothy Sullivan* to the Navy; before he left, he received a nice farewell gift from the gang. . . . We are informed that *Anita Rohlfs* and *Ethel Kearns* were among the first in line to see the President when he visited San Francisco.

TROLLEY TOPICS

Vol. 5 NOVEMBER, 1950 No. 9

CITY & COUNTY OF SAN FRANCISCO
Elmer E. Robinson, Mayor

Published under direction of the
PUBLIC UTILITIES COMMISSION

Philip F. Landis, President
Sam McKee — Victor S. Swanson
Edward B. Baron — Donald A. Cameron

Adeline Svendsen, Editor
Charles L. Reed, Artist
Marshall Moxom, Photographer

REPORTERS

Jim Lew — John Whitney
John Hurst — Ken Howard
Jim Bittles — Marie Jackicich
Emery Dutcher — Vic Peterson
Joe Kennealy — Dolores Shea
Jim Leslie — Mary Swinney
Dick Griffin — Elven Whelpley
Harry Franklin — Jack Wehren

Address communications to 1345 Turk St.
San Francisco 15, Attention Editor

SUTRO DIVISION

Sutro Division is keeping abreast of the changes that are taking place throughout the railway. Our old "landmark," *Harry Franklin*, has been pinch-hitting at Geary and administering the oath to the boys. Our genial evening dispatcher with that winning smile, *Al Strelesky*, has taken over the helm during the daylight hours. A vote of thanks goes to conductor *J. McGuire*, who has handled the afternoon shift so splendidly. . . . Vacations are over now and all the boys are looking forward to Christmas and to the changes that 1951 will bring—maybe *G. Latta* will be able to sign for a run. . . . Conductor *J. Burke* is confined to the Fort Miley Hospital and would appreciate a visit from some of the boys.

(Our thanks go to Joe Sterm, who wrote the above column in the absence of our regular reporter, Harry Franklin.)

TROLLEY TOPICS

MUNICIPAL S.F. RAILWAY

CHAS. L. REED

olume 5 DECEMBER, 1950 Number 10

GEORGE GLASSFORD IS OCTOBER "MUNI MAN OF THE MONTH"

KIRKLAND OPERATOR SAYS OTHERS DESERVED HONOR MORE THAN HE DID

"There are lots of others working for the Railway who deserve that $50 more than I do," said George Glassford, the modest Kirkland operator who won the October "Muni Man of the Month" contest.

While the judges admitted that there were many others who were deserving of awards and that the decision had not been easy, they chose Mr. Glassford as the man who most merited the prize.

The 58-year-old bus driver works afternoons on the No. 31 line and nights on the "B" line. Riders on his coach say that he is "always the same" —thoughtful of his passengers, careful of their safety, willing to answer all questions, attentive about calling the streets, and friendly to young and old.

Mr. Glassford served in the Merchant Marine during both World Wars and has been with the Railway for four years. He has a wife, Marie, and an 8-year-old son, Gary.

"I've just been doing my job and haven't done anything outstanding that I know of," he stated when he was informed that he was the October winner. Being courteous and considerate is all a part of "doing the job," in Mr. Glassford's conception, and he sees nothing remarkable in the actions which have won the commendation of his passengers.

The "Muni Man of the Month" contest was designed to encourage courtesy on the part of Railway employees and to focus the attention of passengers on the many praiseworthy acts performed daily by their transit operators. A total of 939 commendations was received during the month of October. Judges who selected the prize-winning letter were Mayor Elmer E. Robinson; Claire V. Goodwin, President of the San Francisco chapter of the National Safety Council, and E. B. Sorensen, of Fielder, Sorensen & Davis, transit advertising firm, who donated the cash award. Iver C. Larson, Managing Director of the National Safety Council, substituted for Mr. Goodwin at the presentation ceremony in Mayor Robinson's office.

Every operator who has been commended since the start of the contest on September 1st has received a Courtesy Citation shoulder patch to wear on his uniform. Wearing his Courtesy Citation indicates to his passengers that he is a contender for the monthly prize award and serves as a reminder for them to write in about him.

George Glassford

In addition to the winner, the judges announced an "honor roll" for those finalists who had come nearest to winning the prize. They were: Jean Brice, Gordon H. Fendel, Daniel N. Flecher, Edward P. Gorevan, William G. Hines, Eugene W. Melsaacs, Joseph Monteleone, R. H. Simpkins, John A. Steward, Martin J. Stihl and Peter P. Velasquez.

The list of those commended during the month of October follows:

Geary

Alfred Aaron, Andrew Boyle, Russell Breedlove, George S. Bunner, Ray John Bunzel, Jeremiah Corcoran, William J. Denison, Claude Elliott, Edmond J. English, John H. Fitzgerald, George L. Fordtran, Edward P. Gorevan, Harry Grove, Hoy Henderson, Mervyn J. Luhman, Placido Menegone, Joseph T. McArthur, James J. O'Brien, Frank Orsi, C. C. Palmer, Fred J. Stricker, Joseph P. Sullivan, Abraham J. Sussman, Henry A. Tilton, Adolph Ungarett, and Charles J. Wade.

Geneva

Charles Bauman, Arthur Beese, Harry W. Bowens, Lawrence Briesach, Joseph T. Brown, William E. Butler, Irwin R. Charles, Joseph J. Cook, Ralph T. Coverdale L. C. Cristiani, Dorothy Davis, John J. Domas, Emil J. Ellien, Alfred F. Fuller, John G. Gochler, Louis A. Gordon, Jessie D. Griffin, Elmus F. Hawkes, Frank J. Klein, Gaston P. Lebrun, George Lota,

After receiving the $50 award in the Mayor's office last month, Operator George Glassford decided to make a presentation of his own, and he distributed some of the new "Tours of Discovery" to the contest judges. From left to right are E. B. Sorensen of Fielder, Sorensen & Davis, who are donating the cash prizes; Mr. Glassford, and Mayor Elmer E. Robinson. The Mayor expressed his appreciation to Mr. Glassford and the many Muni men who are winning the public's admiration.

Isadore Mails, Clarence E. Murphy, M. J. McCarthy, Archie Ney, Frank A. Offen, John H. Paterson, William Clarence Smith, George C. Sorg and Cosmos P. Zizak.

Kirkland

Frank R. Agullard, Joseph D. Allen, James Appleberry, Leslie Arnold, John Baranow, Frank A. Barone, Otho Eugene Baty, R. E. Betts, B. B. Blessing, E. D. Boschetti, James J. Brackett, Booker T. Brooks, William E. Burden, Mike Carpine, Charles A. Childs, Leroy Daigle, William J. Fay, G. J. Fernandez, John W. Fields, James J. Fitzpatrick, Daniel N. Flecher, Eugene Fontaine, Arthur J. Franke, Clifford Franklin, Si J. Gallegos, Neil T. Gaylord, Willdy P. Gazaway George Glassford, Harry L. Gordon, Vincent Groves.

Leroy Hancock, John H. Hanlon, Charles F. Hanneman, John T. Harris, John G. Harris, Harry E. Harvey, Melburn G. Heimsoth, C. B. Henry, Gus R. Herron, William G. Hines, Daniel B. Howard, Luther E. Howard, Gerald K. Hulse, George A. Hurlbut, Elyster H. Jackson, Purnell E. Jacobs, Henry A. Johnsen, James E. Johnson, Edward S. Jones, Henry W. Krencke, Willie B. Liggons, Henry R. Lind, Joseph A. Logasa, Don V. Lucier.

Elmer Merrill, W. J. Minnieweather, George Albert Moe, Clifford R. Morris, Joseph McCowan, Hugh McFadden, George D. McGuirk, E. J. O'Leary, Ernest Provost, Welthy Ruffin, Edward Russell, T. J. Scarabino, Melvel Simpson, Edward L. Strong, W. Thomas, John P. Tustin, Jr.; Edward F. Wall, Edward P. Walsh, Louis Washington, Howard C. Welch, Freddie L. Wilcox, Leo L. Woody, Marvel O. Wren, and Anthony Zgraggen.

Ocean

Richard Allen, Patrick P. Altieri, William Antone, C. Asimakopoulos, Frank E. Bauer, John D. Bourdon, James P. Brasesco, Jean Brice, George W. Buell, Cecil B. Butts, Will F. Carey, Emil Carlson, Obie Carter, Earl Castillo, Thomas H. Cheatham, Henry L. Cologne, Dominic Constantino, Leroy F. Denyes, B. K. Dingman, John E. Dismore, John B. Doherty, Joe Correa Duarte, Arrol F. Eischen, Harvey L. Emge.

Joseph Fay, C. C. Frey, John L. Futch, Harry J. Garabedian, John N. Gentile, Leroy E. Gillbank, T. W. Gowanlock, Tino D. Granucci, John J. Griener, Robert H. Greer, Leonidas B. Hall, Chester L. Hamm, Arnie G. Hansen, Lee A. Hart, Edward P. Hildreth, Henry L. Houston, Frank Jackson, Frank W. Johansen, Angels Johns,

The first winner, Francis F. McManus, was on hand to congratulate Mr. Glassford and to warn him of what was in store. Here are the two winners posed in front of a City Hall bulletin board plastered with clippings from the earlier contest.

Lloyd Johnson, Cecil Roy Johnson, Orrin C. Johnson.

H. Kannengieser, Frank E. Kehr, Marvin Kimber, Orom S. King, Henry W. Kroencke, Frank J. Latrouel, James F. Lennon, Arthur E. Lewis, Jr., Lee Lowrey, Walter H. Lusk, Cornelius J. Lyons, James Adams Mack, Charles A. Maguire, Leo J. Mahoney, William P. Maline, Claude D. Manley, Ernest P. Massola, Roy D. Mason, Joseph P. McArdle, Robert L. McElroy, Edgar Newlon, Norman L. Nicolas.

William Ochoa, Leroy Pappas, James R. Pirkey, Leo L. Pointer, Allan J. Powell, Jacob R. Quistad, Marvin D. Reaves, James P. Rogers, Cornelius Rulison, Woodrow Royston, Manuel T. Saunders, Louis F. Scholz, Edward G. Sell, Frederick H. Shere, R. H. Simpkins, Joseph Sinigiani, Frank M. Soto, Walter Stone, C. J. Sweet, Jr.; Bruce C. Turner, Moses M. Thomas, Robert A. Thompson, A. W. Todhunter, John Elmer Tomola, James J. Treanor, Gus W. Tsouvas, Paul S. Whitten and August A. Wiedl.

Potrero

A. J. Allaria, Lawrence E. Bailey, Luree A. Baker, James F. Banks, Fred C. Barnett, Geno H. Barni, H. E. Blanchard, R. Borame, Kelley Bowlin, Orville L. Bradley, James Brown, W. J. Campbell, Lee Carroll, C. S. Cavitt, Kenneth G. Chase, John P. Deasy, Angelo Denevi, Samuel A. Draper, Francis Eaton, Richard Eggert, Lee S. Falls, Raymond Fontaine, Robert L. Gagen, Nash Garcia, Alfred J. Giordano, Dario G. Giuntini, J. H. Goldsworthy, Willie Lee Green, Morris Guttman.

Eddie Havens, Ophia E. Hicks, Harold G. Hunt, Emmett Jackson, George A. Jackson, Edwin Jostmeyer, Glenn F. Johnson, F. E. Koopman, Jr., Henry G. Llamas, Ferrell E. Long, Salvadore J. Lucia J. Marcelli, Laverne C. Mogensen, Joseph Monteleone, Melvin Montgomery, Donald F. McCarthy, William McDonald, Joseph McQueen, Jr.

H. J. Neubecker, Victor M. Panameno, Paul I. Perry, Henry Pfeiffer, Raymond E. Ray, Glenn B. Roberts, Clinton Rogers, Jerry Romero, Lloyd E. Schloegel, Bert Simpson, Thomas J. Stone, Carl A. Swanson, William Thedford, Jr.; Donald L. Tice, Marvin Trimmer, Frank John Turner, Johnnie Walker, Jess L. Watkins, Herbert A. Webster, W. O. Wieland, Thomas E. Williams and Walter Young, Jr.

Presidio

Thomas D. Akers, Samuel Barone, Ralph Baronie, Vincent J. Biagi, Floyd R. Boothe, Bernard G. Bunn, William J. Butler, Lilburn B. Delaney, Voris Derryberry, Robert Lee Evans, Gordon H. Fendel, W. J. Gillette, G. Gunderson, Anton W. Hettrich, John Lee House, Lance E. Howe, Lawrence J. Kosar.

J. R. Lewis, James T. Long, W. R. Marshall, Norris Mosby, Edward J. Raymond, Fred J. Robinson, Ellis B. Seals, Walter Schilber, A. A. Schmedling, E. B. Seals, Raymond Shiver, James L. Simpson, W. C. Stone, William B. Stringer, Charles S. Troup, Robert Wise, Jr., and Julius E. Young.

Sutro

Ashby Anderson, Joseph Bialy, Charles J. Bluecher, Harry B. Cohn, Roy D. Cummings, C. E. Edwards, I. Friedenberg, Harold C. Giese, Martin Mulkeen, Frank D. McAuliffe, Edward Schulman, Martin J. Stihl and William H. Wilson, Jr.

Utah

Jose Lee Abeyton, Henry D. Baugh, John L. Bechtold, Archie D. Bedford, Bruno P. Berti, August J. Bottaro, Ray Paul Cave, Eli P. Chase, William Coffaro, J. W. Crevorser, John F. Decampo, Earl L. Ellingson, Lawrence Elston, William H. Ehrhorn, Raymond Garcia, John S. Gillis, Joseph Leo Gollob.

Charles F. Hanneman, Clyde E. Hardin, Harold H. Harper, Charles N. Helm, Joseph R. Hawver, George I. Hines, James P. Joyner, William R. Laughlin, Warren D. Lewis, Kenneth E. Maxwell, C. J. Miller, Frank E. Murray, George J. McCreary, Vernie MacDonald, Eugene W. McIsaacs, Morris M. Newman, H. D. Person, Emil J. Pieroni.

Nick P. Revello, Anthony Robinson, Joseph C. Roush, Gene P. Smith, Delg Paul Tufo, Haynes E. Vance, Peter P. Velasquez, Charles F. Wagner, Waverly T. Ward, B. H. White, Jr.; John A. Wilson and William J. Wolters.

Washington-Mason

James C. Albee, W. J. Harkness, George E. Redus, Charles T. Ross, John A. Stewart and Daniel Tom.

Roderick E. Betts

(One of the September finalists whose picture reached us too late for publication in our last issue.)

Jean Brice

OCTOBER "HONOR ROLL" LISTS 11 FINALISTS

Our judges admit that it is pretty tough to pick just one "Man of the Month" when there are so many well-qualified contenders for that title.

The field was finally narrowed down to 12 contestants, all of whom had demonstrated outstanding ability in winning friends for the Railway. Those who, along with Mr. Glassford, were considered in the final selection were:

Jean Brice

Miss Brice of Ocean Division was the only woman finalist for the month. She used to work on the No. 39 line and is now on the new No. 78 line. She has been with the Railway for eight years.

Gordon H. Fendel

Mr. Fendel of Presidio Division drives trolley coaches on the No. 5 and 21 lines. He is one of the newer men, having started just a little over a year ago.

Daniel N. Flecher

Mr. Flecher of Kirkland Division is a driver on the No. 2 motor coach line. He has been employed for nine years.

Edward P. Gorevan

Mr. Gorevan is a Collector and works out of Geary Division. He started with the Railway eight years ago.

William G. Hines

Mr. Hines of Kirkland Division drives on the No. 55 line. He has been with the Railway for two years.

Eugene W. McIsaacs

Mr McIsaacs of Utah Division is a motor coach operator on the No. 15 line and has been employed for 17 years.

Gordon H. Fendel

R. H. Simpkins

Joseph Monteleone

Mr. Monteleone of Potrero Division works on the No. 6 line. He has been with the Railway over 33 years, which gives him seniority honors for this month's finals.

R. H. Simpkins

Mr. Simpkins operates the No. 43 line coach out of Ocean Division and has been with the Railway for five years.

John A. Steward

Mr Steward of Washington-Mason Division is a conductor on the Jackson Street line. He has been employed for eight years.

Martin J. Stihl

Mr. Stihl of Sutro Division is a conductor on the "C" line. He started with the Railway over 31 years ago.

Peter P. Velasquez

Mr. Velasquez operates a bus on the No. 15 line and works out of Utah Division. He has been with the Railway for four years.

Edward P. Gorevan

Eugene W. McIsaacs

Joseph Monteleone

GENEVA-OCEAN DIVISION

Congratulations to *Henry Ruffoni*, whose son was awarded a Silver Star for heroic action in the battle of Korea. . . . For awards closer to home—we might not have won the award for Muni Man of the Month, but we had two runners up, and congratulations to *Jeanie Brice* and *Reginald Simpkins*. . . . Sports Department: The October Trolley Topics ran a picture of *Stan Hearst* holding a brace of ducks—one day before the season opened. Tell us how, Stan — we're holding our breath. . . . Operator *W. W. Borden* was one of the 14 out of 500 presented with a bronze button for salmon taken over 30 pounds. Here's hoping you get the gold button next year, Bill. . . . How is *Marvin Reaves* going to give all the pheasants he has promised, and him with only 10 tags. . . . Operator *Noel Johnson* unwittingly became an artist's model when he took groups of school children around on tours of the barns; wish we could print some of the crayon pictures they have drawn of him. . . . *Arthur Lewis* just had another operation for injuries received during the last war. He wants to thank all the boys from the division for their remembrances and hopes to be back on the job by the first of the year. . . . If you want to see a smile on the face of *Conrad Petrucello*, call him "Cookie Gable" and see if you can find the resemblance between him and a man called Clark. . . . Collector *M. F. Martini* won a television set on the News' Jack-Pot contest. Wonder if it is any better than *B. Antoni's* homemade set, or *Jack (No. 2) Regan's* Motor Aerial set—and how they stack up with their neighbors. . . . *Tino Grannucci* had some explaining to do around the barn the other day when some of his regular customers pulled a "letter gag" on him. . . . Could it be *George Dahl* or *G. Asimakopoulos* who is giving out cards to the passengers on the No. 18 Line. *R. A. Schlueb* tried this two months ago and says it doesn't work. He got more complaints than commendations . . . Neighbors in the vicinity of the Cliff House found out what wakes the seals at 6:00 o'clock each morning. It is the melodious voice of *W. F. Cary* singing as he tools his bus along the new route of the No. 18 line. . . . Welcome home to *Paul Harr*, who was called to active duty but was released because of dependents. . . . Good luck to all the fellows leaving for the Service. Sorry to lose our Radio man, *Dave Prescott*. May they wind things up in a hurry and get back home soon. . . . Happy holidays to you all.

John A. Steward

Peter P. Velasquez

"Can you afford 45 minutes of your time to save a life?" This reminder was issued by Gen. Albert C. Wedemeyer in an appeal on behalf of the Armed Forces for more response to the Red Cross blood procurement campaign. He urged local individuals or groups to make appointments at the Irwin Memorial Blood Bank by calling PRospect 6-1500.

THANK YOU!

We wish to thank Mrs. G. L. Buckingham (of Buckingham Photos), who came to the rescue with pictures of the October Muni Man of the Month when our own negatives were accidentally lost.

Proper Etiquette at Coach Zones

We hear lots of grumbling from operators because passengers never seem to have sense enough to wait at the proper location for boarding. However, we can't blame the passengers altogether, because they are of the opinion that a coach never stops at the same place twice.

Our zones are marked on most routes, and operators who follow a uniform policy of stopping right at the white bar have found that their passengers soon reciprocate this courtesy by standing at the proper place for boarding.

Coach zone etiquette extends to drivers of other vehicles too. Pulling a coach out from the curb directly into the path of another vehicle is not only bad manners but is an extremely hazardous practice. Any stop where the coach interferes with the flow of traffic is also sure to create a feeling of indignation and of resentment toward the Railway. These pictures illustrate proper etiquette at coach zones.

PULLING FROM CURB (LEFT)

(Above—the wrong way) This is an illustration of what happens when a coach comes out sharply from the curb—in this case without even the benefit of a hand signal. The driver of the automobile had to turn left abruptly and was forced out over the double line. Fortunately he was alert enough so that he managed to miss the bus, but if the street were narrower or there had been oncoming traffic, our operator might not have been so lucky.

(Below—the right way) In this picture, our operator is nosing out from the curb at a very gentle angle. He has already checked his side and rear view mirrors and he has his arm extended to warn any traffic which may come up over the crest of the hill. Coming out from the curb at this angle, he does not block any more of the street than necessary, and other drivers will have ample room to pass him without going over the double line.

A speed violation is reported in nearly one out of three fatal auto mishaps, the Green Cross warns. For a lot more safety go just a little slower.

COACH PROPERLY STOPPED AT WHITE LINE (LEFT)

Most of our coach zones have been marked with bars to show exactly where the stop should be made. In the picture at the left, we see a coach properly stopped with the front bumper exactly parallel to the white bar.

This is a SINGLE coach zone. In the case of a DOUBLE coach zone, the operator must always pull up to the farther bar.

The coach zones have been especially designed and carefully measured to make it easier for the operators and safer for all concerned. In this case, if the operator had not pulled up to the white bar, the rear end of the coach would be protruding into the street where it would create an accident hazard. If the operator had pulled *beyond* the white line, he would have less space to maneuver his coach away from the curb and would take a chance of scraping any vehicle which might be parked just outside the zone.

SINGLE COACH ZONES (RIGHT)

(Above—the wrong way) Obviously this trolley coach is in a very bad position, both for its passengers and for vehicular traffic. The driver could not wait until the operator of the first bus had pulled his coach out of the single zone stop. Instead he crossed the street, and now he is doing a very effective job of blocking the intersection. The automobile coming from the side street just barely managed to squeeze around the end of the coach and is now in a position where a serious three-vehicle accident might easily occur.

(Below—the right way) Here is the proper procedure when a single zone is already occupied. The following coach stops at the other side of the street until the first coach has pulled out of the zone. Then the second coach can pull into the zone and up to the marker, where his passengers will be able to alight safely at the curb, and where he will not interfere with traffic at the intersection.

Courtesy, caution and common sense — these three — are the key words to the safety of you and your family. (The Green Cross.)

LINE DEPARTMENT

The gentleman with the small mustache, ruddy complexion and new overalls is *Jason Gordon*, the Muni's latest addition to their select crew of linemen. This is Mr. Gordon's second whirl at the Line Department, having served for a period as limited tenure during World War II. . . . Nearly all of *Jack Morgan's* letters from the Atlantic Seaboard, where he has been vacationing, mention two items with monotonous regularity: (1) having a wonderful time, (2) running short of funds. . . . The only thing that Horsetrader Ed has on his lot that the Line Department doesn't have in the front yard is a Lady Flagpole Sitter. . . As the standard of living in the United States becomes higher and higher, men find more and more and more time to devote to their hobbies. These often take strange and unusual shapes. For instance, *Al Church* is happiest when vigorously pursuing his hobby, which is sleep. *Harold Hartt*, on the other hand, finds his greatest relaxation in the contemplation of his hobby, overtime.

(Our reporters are smart fellows, as anyone can plainly see. This month we offer congratulations to Ken Howard, who writes for the Line Department and who was promoted recently to Foreman Lineman.)

The 44th Annual Christmas Seal Sale is now under way to provide funds for the annual campaign against tuberculosis. Last year 43,833 people in the United States died of this disease. Help stamp out this killer!

Many Municipal Railway Employees Released to Armed Services

In our October issue we listed those Railway employees who had entered the Military Service since the start of the Korean war. Below are the names of those who have left us within the past two months. Our best wishes go with them, and we earnestly hope that they will be back soon.

Name	*Classification*	*Branch of Service*	*Entered Service*
Charles James Allen	Presidio Operator	Navy	10-20-50
Lawrence G. Bala	Utah Operator	Navy	9-26-50
James G. Barclay	Potrero Operator	Army	10-30-50
Eber L. Becker	Potrero Operator	Navy	10- 7-50
Max M. Bedel	Potrero Operator	Army	9-18-50
Lewis W. Bell	Potrero Operator	Navy	10- 2-50
Frank E. Davis	Kirkland Operator	Army	11-24-50
Stanley Evans	Day Dispatcher	Army	11- 8-50
Kenneth A. Greer	Ocean Operator	Marines	10-17-50
Nelson T. Hill, Jr.	Utah Operator	Navy	10-12-50
James E. Ingram	Wash-Mason Motorman	Navy	10-16-50
Frank T. Klosky	Wash-Mason Motorman	Navy	9-16-50
Maurice A. Laguardia	Kirkland Operator	Navy	10-10-50
John Massingale	Presidio Operator	Army	10- 6-50
Joseph S. McAlpin	Potrero Operator	Navy	10- 3-50
Edward McClure, Jr.	Wash-Mason Motorman	Army	11-17-50
Edward J. McMahon	Potrero Operator	Navy	9-10-50
Calvin M. Newby	Potrero Operator	Army	10- 6-50
Richard D. Ogden	Kirkland Operator	Army	10-13-50
Catherine O'Malley	Stenographer	Navy	11- 1-50
Eugene H. Perry	Ocean Operator	Navy	10-10-50
Benny J. Pope	Utah Operator	Navy	10-10-50
DuVergne M. Rankin	Utah Operator	Navy	11-13-50
Byron L. Rogers	Wash-Mason Motorman	Navy	11- 6-50
George E. Tanzer	Ocean Operator	Army	10-14-50
William L. Thames	General Clerk	Navy	11- 1-50
Frank J. Turner	Potrero Operator	Army	11- 8-50

WASHINGTON-MASON DIVISION

We thought the peak of usefulness of our cable cars had been reached when Santa Claus used one for his trip to Powell and Market. Now we have discovered that an up-and-coming florist has an exact copy of a cable car which he uses as his place of business at the corner of Geary and Stockton. We hope that with the approaching holiday season he will not be calling on our dispatcher for extra men to help him out. . . . Our 20-40 Club is still going strong but became slightly damp during the long rain. The 40 turns on the turntables have increased some appetites. . . . Speaking of eats, we notice that *Tom Hutchings* is carrying larger bags of food since he is on the Jackson line, while *J. J. Jackson* is running him a close second, having given up smoking. *George Brandley* and *E. A. Verlatti* are in runner-up position. . . *George Michael* wants to know the address of the Barber of Seville, and we would like to know why *E. . Olson* and his gripman are called the HOT RODDERS. Some one should tell *Jim Albee* that the Revolution is over and the Minute Men have been disbanded

ON OUR COVER

The beautiful Christmas tree at 24th Street Garage is symbolic of the many trees which are being enjoyed by our Railway personnel in various departments. Fred Boehme is adjusting one of the spotlights while Ed Amiot hangs the last shreds of cellophane on the branches.

(Note: There's only one thing wrong with this picture. It was taken in December of 1949 instead of 1950. However, the spirit of both years is the same, and we've learned from past experience that this is the only way we can get a Christmas tree picture in time for our December issue.)

EXPECTING THE UNEXPECTED

By IVER C. LARSON, Manager
San Francisco Chapter
National Safety Council

The bouncing ball and the careless motorist are two of the biggest factors that make idle, each year, the doll houses and the baseball gloves of 2350 children between 5 and 14 years of age.

This tragic loss is the combined result of thousands of instances when someone "forgot or "didn't see"; or "didn't think"; or "couldn't stop in time"; and perhaps 10 or 12 other lame excuses for taking the life of a child.

The brutal fact is that, in the vast majority of cases, *there is no excuse whatever.*

It is up to the motorist to watch for the bouncing ball, for wagons, and for youngsters on skates, scooters and tricycles. It is up to the motorist to drive with extra caution when he sees children—and when he is driving through residential areas. In short: It is up to the motorist to *expect the unexpected* every instant that he is driving.

Traffic safety authorities long have urged the American motoring public to "Drive as though each child were your own." The tragic repetition of child traffic fatalities, however, evidences a widespread disregard for the slogan.

The fact that motorists are most often responsible for the death and injury of children in traffic does not, however, relieve the parents of their responsibility. Too many parents are prone to let Junior or Sally run the streets and trust to luck that nothing will happen to them. Thousands of children have not the slightest idea that playing in the street or running into it can be as hazardous as walking blindly across a battlefield. And, unfortunately, too many of their parents are just as ignorant of the facts of American motoring life.

How long can grief last after a child's life has been snuffed out in an accident? If sorrow could be measured, or timed, how long would it be before the parents of a child accident victim could reconcile themselves to the loss? How long would it take YOU — if you were the careless driver — to live down those gnawing little "if's" that might have avoided the accident EVEN THOUGH YOU WERE NOT TO BLAME? The answer that can be given to these questions is so unfavorable that each of us unquestionably should use every precaution possible every time we drive to avoid even the slightest accident.

Instead of driving 30 miles per hour in a 25-mile zone, make it a practice to drive below the posted speed. The increased control you have over your vehicle and the much shorter distance in which you can stop can mean the difference between a "close one" and a lifetime of regret.

When those brakes or tires are not "right up to snuff" make it a point to see that they are *TODAY*. Every instant of delay is a gamble against fate that a child won't dart out in front of you *BEFORE* you get your vehicle in safe operating condition.

"Defensive driving," long stressed as a safety factor among professional drivers, is the safest practice to follow whether operating a commercial vehicle or whether taking the family out for a Sunday drive. And it is the best assurance that you won't go through a lifetime thinking, "IF I HADN'T DONE THAT, IT MIGHT NOT HAVE HAPPENED!"

Santa Claus came down from the North Pole early this year and picked up his sleigh at the Washington-Mason carhouse. In the picture above we see Santa and his assistants leaving the cable barn with a load of happy youngsters, representing 15 Community Chest agencies. That's Gripman Jesse Blair behind all the foliage. At the right are Conductorette Mary Ball and "Jimin-E," charming representative of the department store which sponsored the Santa Claus Express.

POTRERO DIVISION

Hope that everyone had a nice Thanksgiving with plenty of turkey to eat, and that the Christmas Holidays ahead will be enjoyed by all. . . . We wish at this time to send greetings to Operators *A. Leksan* and *A. E. Roselund*, who have been on sick leave for some time. We wish both a speedy recovery. . . . *Harriet Oland* has really been walking around on air. Her husband just came in from sea and she was all smiles during his short stay. . . . Wedding bells were ringing at the division a few days ago for *Gerald Casavant*. We wish him and his bride much happiness in their new adventure. . . . Operator *E. L. West* has returned from military leave. Elmer says that he has a war to fight on the home front, with all those beautiful babies to care for.

OFFICE CHITCHAT

Welcome to the gang from Geneva, Personnel and Sick Leave Departments, who are now installed in their brand new offices at 901 Presidio Avenue, directly opposite to the end of Post Street. Welcome also to the two new elevators, which the ladies are very happy to see. No more tough climb up those stairs. . . . We see some new faces upstairs here at Geary. *Ann Keister* has joined *Con Murphy's* staff in the Tab Room, and *Wharton Lowell* has been added to the reconciling bunch in the Timekeeping Department. . . . *P. V. Carr* has left Timekeeping for a new berth as a Parking Meter Collector at City Hall. . . . *Jim Pagee* is still in the Marine Corps. . . . The Tabulating Bowling team really walloped the maples for a terrific 2941 series at Park Bowl. This was a full 52 pins ahead of the next highest series, Assessors' 2889. The five little pepperers who posted that huge total are *Leo Burns, Con Murphy, Gale Bishel, "Lefty" May* and *Earll King*. Murphy rolled 554, Burns 527 and Earll 509 during the massacre of the Schools. Incidentally, *Dave Hardy* had a mighty 613 for the opposition, but they were shut out, regardless. . . . *Kay O'Malley* has donned her Navy blues and is responding to the piping of the boatswain's whistle once more. . . . *Carlotta Steele* has received a call as a Senior Clerk in the Board of Education and as a result is leaving *Johnny Lyons'* bunch. . . . *Ruth Urbais* has returned to her desk after an extended illness and is as chipper as ever. . . . There's a new sweetheart in *Bob Johnson's* life and her name is Barbara, born November 11th; there are three boys already in the Johnson family.

OUR SISTER UTILITIES

Welcome back to the Fifth Floor to *Seiko Yakahi* from the Isolation Ward (45 Hyde Street). . . . *Edna Manseau* was glad to get back from the rigorous heat and vigorous rest in the Southland. . . . Congratulations to *Fred Re-Qua, Bern Grethel* and *William Eggert*, who finished in that order in the recent examination for Sr. Electrical Engineer. . . . Ambitious *Bob Lewis* is Pat-Pending on his "Touristray". . . . *Ralph Sterner* is back taking a much needed rest from his vacation. . . . *Ellen* and *Bill Creighton* are enjoying their new t.v. set. . . . Welcome to *Betty Silvagni*, new addressograph operator on the third floor. . . . *Helen Brandow* clattered down the stairs on her back the other day and ended up with some painful bruises. . . . *Wally Connelly* was in town over the Thanksgiving weekend and got himself a new bride to take back to Seattle. . . . A little glamor girl named Monica arrived on November 16th to gladden the eye of *Myles Smith*, Assistant Public Service Director. . . . We're going to miss *May Fitzpatrick*, who retired after 28 years with Hetch Hetchy; she received a beautiful scroll from the Public Utilities Commission in appreciation of her long and faithful service.

24TH STREET DIVISION

Those large perfectos that Operator *George Citrino* has been puffing around the gilley room are the result of W. T. Barnum's pet babies and the very recent elections. George is some politician. . . . Congratulations are in order (a little belated) to the *Kato Coleman's*, who celebrated the arrival of a new baby boy by passing out cigars. . . . Operator *Jimmy Parfitt* considered himself quite an amateur pilot until quite recently. Jimmy found himself aloft one day with about half an airplane and several runway lights, which had attached themselves to the plane when taking off. That old song about a wing and a prayer must have seemed very significant to our would-be-pilot, who says he's getting all the thrills he needs driving Muni coaches from now on. . . . Operator *Herman Barnett* has his nose to the proverbial grindstone these days as a result of speeding to Reno during his vacation in October, at which place he promised to Love, Honer and Obey. The ceremony was followed by an extensive auto trip into the State of Tennessee, where Herman introduced his bride to the Barnett family. . . . Operator *Edwin Peche* says he's quite the Canasta player and is anxious for competition from any source. Peche guarantees free beer during all games. . . . Operator *Peter Clingingsmith*, now stationed in Korea, writes to say that he's doing okay so far, has seen plenty of activity, and hopes to be home within a few weeks. . . . Some new faces have been appearing at the division: *John Everman, Tony Pisa, L. Tungate, Jim Peebles, F. Rider* and *Darrell Gross*. We hope they will like us as much as we like them. . . . Operator *John Baptista* and Dispatcher *Jim Lewis* won "consolation prizes" of $100 each in the recent Hospital Handicap.

A major repair job was undertaken some weeks ago at Turk Street Substation when one of the huge electrical generators, used for converting alternating current into direct current, was disabled. During the eight-day period in which the motor and generator were closed down, the power load was shifted to stand-by machinery. Installing new coils in the armature of the generator are Superintendent of Motive Power Fred Cook, Power House Electrician Harold Mayers and Governorman Jack Ruster.

When Christmas lights are shining,
Like stars up in the sky,
The stars I see are brighter.
("Take that elbow from my eye.")

Each person trying to enter
Package laden, struggles in,
And beams a "Merry Christmas."
("Get that candy off my chin.")

Some people drop their dimes
While they're fighting for a seat,
And ask to leave their bundles
In front, right on my feet.

With rockin' horse and panda,
New electric train and track,
The shoppers swarm around me.
("Take those children off my back.")

The traffic is terriffic,
It streams both north and south,
I'm blinded, bruised, ("Now tell me,
Whose umbrella's in my mouth?")

But, greetings, Christmas shoppers,
It fills me with good cheer,
To know that this gay season
Can come but once a year.

(The above poem by Florence Reynolds is reprinted from THE MOTORMAN CONDUCTOR AND MOTOR COACH OPERATOR.)

POSTMASTERS:
Forwarding or return postage, or notification (with key) or form 3547 guaranteed
TROLLEY TOPICS
901 Presidio Avenue
San Francisco 15
RECEIVED DEC 18 3 03 PM 1950
CITY & CO. OF S. F.
DEPT. OF CITY PLANNING

MR. PAUL OPPERMAN
DIR. OF PLANNING
100 LARKIN ST.
CITY 2
RECEIVED
DEC 18 3 03 PM 1950
CITY & CO. OF S. F.
DEPT. OF CITY PLANNING

Sec. 34.66 P. L. & R
U. S. POSTAGE
PAID
Permit No. 4632
San Francisco, Calif.

To Salesmen of Transportation

Subject: Selling your commodity—RIDES.

Each and every one of you are only too well aware that it is your business to serve the traveling public along your city's thoroughfares.

If the people to whom you sell transportation are pleased with the service rendered and by serving them courteously and efficiently you make them more friendly toward your transit enterprise, every member of the operating force is sure to find his work a pleasure — truly something to strive for. So to this end, from the time you report for duty until relieved or until you return your coach to the yard, give particular attention to the following operating requirements:

1. Be on time and in place whenever possible.
2. Be on the lookout for intending passengers.
3. Start smoothly — instead of making "jackrabbit starts."
4. Stop smoothly — instead of making "stone-wall stops."
5. Accommodate patrons transferring at transfer points.
6. Bring your coach parallel to curb and permit passenger interchange at sidewalk.
7. Do not smoke in coach.
8. Present neat, well-groomed appearance at all times.
9. Take pride in your performance.
10. Promptly notify Central Control (FI 6-5656) of any delay to service.

D. C. ORMSBY
Gen. Supt. of Transportation.

TROLLEY TOPICS

Vol. 5 DECEMBER, 1950 No. 10

CITY & COUNTY OF SAN FRANCISCO
Elmer E. Robinson, Mayor

Published under direction of the
PUBLIC UTILITIES COMMISSION

Philip F. Landis, President
Sam McKee — Victor S. Swanson
Edward B. Baron — Donald A. Cameron

Adeline Svendsen, Editor
Charles L. Reed, Artist
Marshall Moxom, Photographer

REPORTERS

Jim Lewis — John Whitney
John Hurst — Ken Howard
Jim Bittles — Marie Jackieleh
Emery Dutcher — Vic Peterson
Joe Kennealy — Dolores Shea
Jim Leslie — Mary Swinney
Dick Griffin — Elven Whelpley
Harry Franklin — Jack Wehren

Address communications to 1345 Turk St. San Francisco 15, Attention Editor

SUTRO DIVISION

Motorman *H. G. Franklin* is doing a splendid job as relief receiver at Kirkland Division. . . . Conductors *Martin Flathman, Thomas Huvane, Andrew Janetos, Michael Maloney, Thomas Mannion* and *T. O. Stevens* are on the sick list at this writing, and we wish all a speedy recovery. . . . Our favorite Janitor, *Earl Porter*, went fishing with his relatives at Napa but didn't even get a bite, let alone any fish. . . . Car Cleaner *Paul Ricci* is in Permanente Hospital and might appreciate visitors. . . . General Repairman *Eugene Garland* is recuperating after an operation and is doing quite well. . . . The operating personnel as well as the office personnel are all anxious about our future if and when Sutro Division is closed up after the first of the year. Many of us will be separated, most likely, and we hope everyone will be happy with his new assignment. *Homer Stewart*, General Repairman, is kept busy with his lodge duties and he loves it. . . . The crew on Run 17 of the "B" line, Motorman *Thomas League* and Conductor *William H. Wilson*, can be detected the moment they arrive in the gilley room by their line of conversation as well as the tone. They really create the laughs. . . . His car is practically always in the repair shop, poor fellow, and we would like to sympathize with *Tony Spagnuola* of the Shop Department. . . . Motorman *Joseph G. Stern*, who was borrowed from Geneva Division, did an admirable job of dispatching at Sutro during *H. R. Franklin's* absence. Thanks very much, Joe.

GEARY-PRESIDIO DIVISION

Operator *Bill Tejada* walked into the gilley room the other Saturday night and a chorus of Whoo-Whoo's came forth. He had on a Navy uniform, and the boys all asked him when he was leaving. He said, "Right now. I'm going to a Halloween party." Can you imagine what the boys' faces looked like? . . . Conductor *Edmond Heiser* stopped in the office the other day and looks very good. He has been in the hospital. . . . After being layed up at home for three weeks with an infection of the leg, Dispatcher *Emery Dutcher* is back on the job. . . . You will have to ask *Fletcher (Smokey) Mott* where he got all the money for the new clothes. . . . Dispatcher *Joe O'Neill* is off on the sick list. . . . We have received word from the public information office of the 13th QM Battalion at Fort Lewis, Washington, that *Henry Hall* has been promoted to the grade of Corporal. The former Presidio Operator has been on active duty since August.

TROLLEY TOPICS
MUNICIPAL S.F. RAILWAY
CHAS. L. REED
ume 6 JANUARY, 1951 Number 1

PLAN TO SPEED TRAFFIC WILL BE TRIED THIS MONTH

SUTTER STREET TO BE "PROVING GROUND" FOR NEW ENFORCEMENT PLAN

A program to turn Sutter Street into a "model transit thoroughfare" will be started on January 21st.

The plan to speed the flow of traffic on Sutter Street is being sponsored by the San Francisco Chamber of Commerce in cooperation with the National Safety Council, the San Francisco Police Department and the Municipal Railway. The plan is designed to show the general public what can be accomplished through enforcement of traffic regulations. If the experiment proves successful on Sutter Street, it will be extended to other sections of the city.

Railway executives have been working closely with the sponsors of the project, which will go into effect on

(Continued on page 2, col. 3)

Some of the men who took an active part in formulating the Sutter Street plan are shown above. Left to right (seated) are Sgt. John E. Keegan, Police Department; Donald A. Cameron, Public Utilities Commissioner; Captain Jack A. Eker, Director of Traffic, Police Department; Tom Irwin, Director Bureau of Public Service, P.U.C.; Iver C. Larson, Manager San Francisco National Safety Council; and Karl Stull, Vice-Chairman, Traffic and Highway Committee, Chamber of Commerce. (Standing) George Purser, Traffic Engineer, Police Department; David Canning, Superintendent of Traffic, Municipal Railway, and D. P. Street, Manager Civic Development Department, Chamber of Commerce. At the right are Col. Marmion D. Mills, Transit Consultant, P.U.C.; Lt. E. J. Moody, Police Department; and Betsy Lyneh, Recording Secretary. Others who participated in planning the campaign but who do not appear in the pictures were Philip F.

Landis, President Public Utilities Commission; Jack Soward, National Safety Council, and Ray Fournival and Walt Brown of the Publicity Department of the Chamber of Commerce.

Sutter Street Operators Will Find Driving Easier; Must Also Abide by Traffic Laws

Railway operators have long been begging for just such a program as that which will be instituted on Sutter Street this month.

Now that the Chamber of Commerce, the National Safety Council and the Police Department have come forward with a plan which will be so welcome to all of us, we must also take upon ourselves the responsibility of helping to make the plan work.

The Police Department has promised to provide sufficient officers to patrol the streets and eliminate all obstructions to the free flow of traffic. There will be no double-parking, our bus zones will be kept clear of other vehicles, and Sutter will be maintained as a "preferred" traffic highway.

This part of the program will certainly meet with great joy on the part of the Sutter Street bus operators. However, the Police Department has warned that they are going to be just as tough in cracking down on violations by Municipal Railway operators as by drivers of automobiles and trucks.

This is certainly only fair, and it is the only way in which the overall program can be carried out successfully.

Operators are being cautioned that THEY WILL BE TAGGED IF THEY DO NOT OBEY TRAFFIC LAWS. Here are some pointers which every operator would do well to remember if he wishes to avoid a citation.

1. PULL INTO CURB. Coaches should be stopped parallel to the sidewalk and not over a foot away from the curb. No part of the bus should protrude into the lane of traffic.

2. STOP COACH AT FARTHER WHITE LINE. In the case of double coach zones, the first coach entering the zone must pull up to the farther white line. This is necessary so that a second coach may enter the zone without hanging over into the intersection.

3. DO NOT PULL ACROSS STREET IF ZONE IS ALREADY FILLED. If a coach zone is already filled, the following coach must not cross the intersection until the zone is vacated. This again is necessary so that the intersection will not be obstructed.

4. DON'T "JUMP THE GUN" ON TRAFFIC SIGNALS. Do not attempt to cross an intersection on either the red or the yellow light. In all cases wait until the signal is green.

the same day that the No. 1, 3 and 4 lines are converted to trolley coach.

The Railway has a big stake in the success of the plan. In addition to the three trolley coach lines affected, there are two motor coach lines on Sutter, and any improvement of traffic conditions will, of course, be extremely beneficial to all five lines. It will also be a stepping stone toward similar improvement in all parts of the city.

The enforcement plan will include the following points:

1. Absolutely no double parking at any time during the day from Market Street to Presidio Avenue.

2. Maintenance of the assigned bus zones as such at all times, with parking or stopping of automobiles, trucks and taxicabs prohibited in such zones.

3. Additional white and yellow zone spaces to be provided for all necessary truck or passenger loading or unloading.

4. Prohibit stopping of all automobiles and trucks from Divisadero to Market on the south (inbound) side

Charlie Reed's cartoon, below, is intended as a friendly warning to our Sutter Street operators. We know that they will be pleased to see the Police Department enforce the laws as far as other violators are concerned, but will not welcome any citations themselves. To be forwarned is to be forearmed, and both the Police Department and the Railway management hope that no citations will be necessary as far as our drivers are concerned.

of Sutter Street from 7:00 a.m. to 9:00 a.m. and on the north (outbound) side of the street from 4:00 p.m. to 6:00 p.m. daily except Sunday.

5. Prohibit "U-Turns" at all intersections east of Gough Street weekdays between 7:00 a.m. and 6:00 p.m.

6. Prohibit left turns at certain intersections on Sutter Street from 7:00 a.m. to 6:00 p.m.

7. Install 3-light "Stop and Go" signals (fixed time) at Larkin, Polk and Fillmore Streets.

8. Install 3-light "Stop and Go" signals (actuated) at Powell (cable car actuated), Jones (cable car actuated), Hyde, Franklin, Gough, Webster and Divisadero Streets.

9. Install stop signs controlling the north and southbound traffic at all streets not having 3-light "Stop and Go" signals from Market to Presidio.

10. Install box stall type bus zones at all intersections east of Divisadero Street.

11. Change the location of certain bus zones:

a. The zone at Van Ness Avenue to be changed from far side to near side both inbound and outbound to facilitate the transfer of passengers to the cross lines.

b. The present inbound far side zone at Powell Street to be changed to near side. Also the present outbound far side zone at Stockton to be changed to near side. This will eliminate any bus zones in the block between Stockton and Powell where traffic is particularly heavy.

12. Terminal bus zones:

a. Between 4:00 and 6:00 p.m. the entire block on Sutter between Sansome and Montgomery to be reserved as a loading zone. The far side stop at Montgomery will be abandoned.

b. The block on Sansome between Sutter and Bush to be used for storing of coaches needed at the ev-

(Continued on page 4, col. 1)

PLEASE DON'T! Here are three ways to bring a bus to a stop which WILL NOT BE TOLERATED on Sutter St. Above, the front end of the bus has been brought into the curb, but the rear end is sticking out into the street. Center, the bus was brought into the curb, but before coming to a stop, the driver has swung the front end of his vehicle out toward the lane of traffic. Lower, neither the front nor the rear end of the bus is anywhere near the curb. This picture, incidentally, shows an illegally parked automobile, one of the violations which will be eliminated under the enforcement campaign. For a picture showing the PROPER way to bring the coach to a stop, see Page 4.

ening peak. Coaches will be brought down shortly before 5:00 p.m. and dispatched as needed.

An educational-publicity campaign has been developed by the Chamber of Commerce and the National Safety Council to inform the public of the enforcement plan and of the reasons for it.

Every driver is being asked to cooperate willingly in this trial plan. The Police Department has warned that they will be on hand to remind any careless drivers.

San Franciscans have, mistakenly, valued highly the ability to stop at will, turn at will or to individually do as they please in traffic without any consideration for the other users of the street. It is hoped that they will realize that their common welfare will be best served by the strict enforcement of traffic rules.

A CHALLENGE TO THE CITY OF SAN FRANCISCO

San Francisco is being choked by traffic congestion. Business and industries which represent millions of dollars are suffering. Many have already moved or are planning to move to outlying areas.

The problem is not unique in San Francisco. With the growth of the national automobile fleet, every large city in the country is facing the same problem. The average vehicle speed in the downtown areas is three miles an hour—considerably slower than in the horse car days.

Businessmen are becoming more and more concerned with the effect that increasing traffic congestion will have on their business and on downtown property values in general. Unless some solution is reached, decentralization is inevitable.

Strict enforcement of traffic laws and a greater use of public transit vehicles would do much to alleviate congestion.

It is hoped that the experiment on Sutter Street will be the opening wedge in a campaign for stricter enforcement throughout the city. It will also give us of the Municipal Railway a chance to show that we can provide the type of speedy service that will influence our passengers to leave their automobiles at home and ride by public transit.

PLEASE DO! The proper way to bring the bus to a stop, with the entire length of the bus close to the curb, is shown in the upper picture. This is a double zone stop, and the first coach has been brought up to the farther white line, the second coach to its proper position at the other white line.

WATCH THOSE STOP LIGHTS! There will be a number of new 3-way "Stop and Go" signals on Sutter Street, and operators are being cautioned to watch them closely. We have had complaints in the past of our drivers trying to "beat the light", and we may be sure under the enforcement campaign such violations will not be treated lightly.

Safe Driver Awards Won by 566 Men; Mayor Expresses Congratulations

The National Safety Council Safe Driver Awards were won by 566 Municipal Railway motormen and operators during the year 1950—one of the best records in the national transit industry. Mayor Elmer E. Robinson made the public announcement and extended his congratulations to the men who were responsible for this remarkable showing.

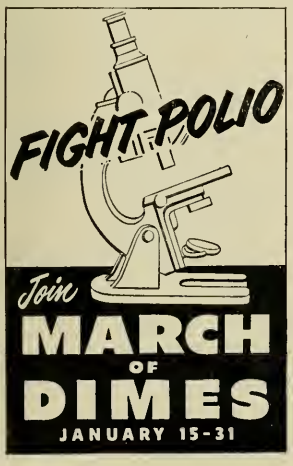
Of the 566 winners, 316 were motor coach operators, 131 were street car motormen, 113 were trolley coach operators, and 6 were cable car gripmen. In view of the fact that only 1,579 operators were eligible to participate, the total of winners reached the unusually high standard of 36 per cent.

The safe driving campaign has been carried out in conjunction with the transit fleet training program under the direction of Paul J. Fanning, Director of the Bureau of Personnel and Safety.

In addition, J. H. Turner, Manager of Utilities, reported to the Mayor that this year alone the accident rate for the Municipal Railway has shown a reduction of 23 per cent from the 1949 figures and a decrease in the overall accident rate of 31 per cent since creation of the Bureau of Personnel and Safety in 1947.

In 1945 and 1946 the Railway had the highest accident rate per 100,000 miles of operation of any city of comparable size in the nation. The rate is now one of the lowest, despite the fact that the number of miles operated now is greater than in 1945-46.

The list of award winners and more information about the safety contest will appear in the next issue of TROLLEY TOPICS.



SHOP NOTES

With the coming of the New Year, shopmen are again looking forward to their annual re-union banquet which is to be held on February 10th. Final arrangements have been completed and contacts are being made to insure the usual large turn-out. Shopmen's Retirement Association committeemen who are in charge of invitations for retired members are hopeful of seeing many more of their former associates at this year's affair and wish to take this opportunity of requesting that they hold this date open for further information which will be sent them by mail. . . . *Mike Mulvey* finally completed his tour of the States and is back on the job looking hale and hearty. . . . *Tom Farley's* "advice to the lovelorn" includes a tip this year on keeping an eye on your Christmas packages if you happen to bring them to Elkton Shop. Tom says it ain't funny when you present your lady fair with a box of fancy cookies and then find upon opening the package that the box has been switched for one filled with a lot of *Isaac Hind's* unpalatable blacksmith's charcoal. . . . *Raph McNutt* and *Bob Baxter* have been noticeably absent from the Overhauling Shop due to illness but, from late reports, will be back at work by the time this writing goes to press. . . . Shopmen are to be congratulated for their efforts in preparing and installing outside Christmas decorations at Elkton Shops and at Geary, Presidio, Ocean, Utah, Potrero, and Kirkland Divisions. These displays were a worthy contribution to the city's observance of the Yuletide Season and symbolic of the spirit which prevails among railway employees in wishing a Merry Christmas and A Happy New Year to all.

WASHINGTON-MASON DIVISION

By the time this goes to press, the joyful holiday season will be past. We take this means of wishing our fellow workers a very Happy New Year. . . . This brings to mind some of the trials of the Christmas holidays. We have listened with bated breath while our genial *J. J. Jackson* described one of his trips to Toyland with his kiddies. Seems he could not get out of the store. In this he was not alone—many of us were in the same boat. . . . If Santa were to visit our division with his bag of gifts, we would like to see them distributed like this: *C. Erdman,* a nice custard pie; *S. Krispin,* a new whistle; *J. Buskirk,* plants for his garden; *T. Nelson* and *Chris McCarthy,* a new pool table, *Lippy,* a pair of roller skates or some nice sunshine, etc. Wish we had time to list everyone, but anyway we hope you all have a very merry Christmas.

NEW TROLLEY COACHES WITH STAGGERED SEATS ARE NOW IN SERVICE

The arrival of 60 new trolley coaches from Marmon-Herrington during the past couple of months has brought our trackless trolley fleet to a total of 358 vehicles. The new 48-passenger coaches have the staggered seating which proved so popular when it was tried out here last summer.

In addition to these coaches, 40 more of the same type are on order from the St. Louis Car Company, and are expected to arrive some time this spring.

A requisition has also been prepared for 20 P.C.C. cars with an option of from one to ten more. These are standard single-end, single-unit cars and will seat 57 persons.

As of January 1, 1951, the Railway listed the following passenger vehicles owned:

227	electric cars (15 of which are P.C.C. cars)
27	cable cars
495	motor coaches
358	trolley coaches
1107	total vehicles

DELG P. TUFO WINS "MUNI MAN" PRIZE FOR NOVEMBER

COURTEOUS UTAH OPERATOR RECEIVES $50 PRIZE IN MAYOR'S OFFICE

Delg Paul Tufo, Utah Division operator, was announced last month as the November winner in the "Muni Man of the Month" contest.

Mayor Elmer E. Robinson, chairman of the committee of judges, presented the $50 cash prize which goes to the Municipal Railway employee selected each month for outstanding courtesy. Present at the ceremony in the Mayor's office were the two other judges, Iver C. Larson of the National Safety Council and E. B. Sorensen of Fielder Sorensen & Davis, the transit advertising firm which is donating the prizes. Manager of Utilities J. H. Turner and Division Superintendent George Lewis were also on hand to witness the presentation.

Mr. Tufo, 36 years old, started with the Market Street Railway in 1936 as a street car conductor at Fillmore Division. He later transferred to 24th Street and has been driving motor coaches for the past 10 years. He is now working on the No. 24 Divisadero Street line.

Passengers have called attention to Mr. Tufo as one of the most courteous and conscientious employees in the system. They like his cheerful manner, his neat appearance, and his careful handling of his bus—they say he's a "smooth operator" in every way.

When asked just what he had done to win this praise from his riders, Mr. Tufo explained, "I figure a job is just what you make it. If you make friends of your riders, it's pleasant for everyone. If you don't, you just make it tough for yourself."

A total of 803 commendations were received during the month of November, according to Mr. Turner. Both he and the Mayor complimented Mr. Tufo on the way he has served the public not only since the start of the contest but over a period of years.

Runners up in the November contest were Dominic Costantino, John H. Fitzgerald, Alex Garner, W. J. Gillette, Robert Lear Hill, Joseph A. Logasa, A. H. Millar, Laverne C. Mogensen, Frank A. Offen, Walter E. Stone and Joseph P. Sullivan.

The list of those commended during the month of November follows:

Geary

Alfred Aaron, Fred G. Blacklot, Russell Breedlove, C. P. Casey, Miguel P. Corpuz, W. J. Costello, Dennis Denihan, Arthur J. Drouin, John H. Fitzgerald, Emmett Freeman, Marvin Grimm, Edward P. Gorevan, Robert Irving, James Kelly, S. E. Kruczynski, Ruth Logasa, Placido Menegone.

Patrick A. Mullin, Patrick McCarthy, William J. O'Neill, John J. O'Neil, Emile Pratt, Charles J. Schmidt, Leon R. Stevens, Joseph P. Sullivan, Charles E. Titus, Adolph Ungaretti, M. L. Vasconcelles, P. Ward, William E. Woodley, and George J. Wuttke.

Geneva

Leo Bercu, H. Braunwell Jr., Albert Buriani, Leonard Campisi, S. N. Carr, Michael J. Casey, Edward Cheatham, James E. Conry, Joseph J. Cook, Joseph P. Coughlan, Fuller A. Coy, L. C. Cristiani, Peter Diduch, John Dineen, Albert F. Flieger, George O. Hill, Joseph E. Hood Sr., Ethel Jeffers.

Thomas G. Kapelos, Tim Patrick Leahy, Gaston P. Lebrun, Frank Meszaros, George Metro, A. H. Millar, Robert H. Nelson, Thomas F. Odea, Frank A. Offen, R. Ragghianti, A. Rigaumont, William C. Vogel, John F. Ward, Ann Marie Whitten, George J. Wuttke, and Cosmos P. Zizak.

Kirkland

Vernon E. Albright, Joseph Allen, L. Z. Anderson, James Appleberry, Leslie Arnold, Joseph J. Barbera, Frank A. Barone, O. E. Baty, Greene C. Belcher, Charles Benton, Henry X. Benjamin, Roderick E. Betts, James J. Brackett, Booker T. Brooks, Andrew Lee Brown, William E. Burden, Burton D. Byron, Charles M. Calkus, Mike Carpine, Charles Cassayre, Silvio Chiosso, Kenneth T. Cruise, James A. Cummings.

Leroy Daigle, James Davis, John Decker, Leo A. Dessauer, Antonio DiCarlo, William J. Fay, G. J. Fernandez, Theodore A. Fischer, Daniel N. Flecher, Milton Flynn, Arthur J. Franke, Clifford Franklin, Si J. Gallegos, Alex Garner, Vincent Groves, George E. Guido, Glen A. Hallberg, Leroy Hancock, M. G. Heimsoth, Robert A. Herbst, Gus R. Herron, William G. Hines, George A. Hurlbut.

Purnell E. Jacobs, Howard W. Jeffers, Henry A. Johnsen, Elmer C. Johnson, Edward S. Jones, Merle M. King, Joseph J. Larocca, Fred Latimer, Willie B. Liggons, Henry R. Lind, Joseph A. Logasa, Charles W. Loving, Lynn Lovvorn, Elmer Merrill, Clifford R. Morris, Leon Mouyer, Emmett F.

Operator Delg Tufo grins happily as Mayor Elmer E. Robinson, Chairman of the Committee of Judges, presents him with the $50 check. The other two judges were Iver C. Larson of the National Safety Council, who is standing behind Mr. Tufo, and E. B. Sorensen, of Fielder, Sorensen and Davis, who is at the right.

Mueller, Joseph McCowan, John J. McDonagh.

Earl J. Oleary, Marvin E. Otto, Julius Paslin, Guido J. Ricci, Eugene G. Roe, Welthy Ruffin, Melvel Simpson, Jack Smith, Edward L. Strong, Clyde J. Vassar, Arthur Vittori, Alexander M. Weems, Howard C. Welch, Jessie Williams, Abner J. Wilson and Marvel O. Wren.

Ocean

Patrick P. Altieri, James K. Andronis, C. Asimakopoulos, Jesse L. Banks, Russell Barnett, Frank E. Bauer, Victor L. Berta, Owen W. Borden, J. P. Brasesco, William C. Brewer, Jean Brice, Will F. Carey, Ray G. Carroll, R. J. Clements, Edward A. Coleman, Peter S. Colla, Henry L. Cologne, Martin R. Cortesi, Dominic Costantino, Ross D. Craig.

George W. Dahl, Robert A. Dance, Oliver B. Drury, Joe Correa Duarte, Joseph D. Ebel, Peter G. Economu, T. J. Espinoza, Chester Fleharty, John L. Futch, John N. Gentile, Louis L. Girard, Richard Gitchell, John N. Givich, Lyle V. Godfrey, J. W. Goree, T. W. Gowanlock, Tino D. Granucci, Ernest C. Graves, Arthur G. Gunner.

William H. Hage, Chester Hamm, George W. Hanna, Paul Lee Harmon, Paul W. Harr, William T. Hartley, Edward P. Hildreth, Robert Lear Hill, Charles R. Hunter, Frank Jackson, Frank W. Johansen, Angels Johns, Cecil Ray Johnson, Sylvia T. Johnson, Oram S. King, William E. King, Michael Kulis, James F. Lennon.

Ray M. Malardino, William P. Malone, Claude D. Manley, James E. Markham, Ernest P. Massola, P. H. Mitchell, Thomas McGrath, Arthur R. McGrew, Edgar Newton, Joseph F. Noga, Edward Lee Oakes, Michael O'Brien, William Ochoa, LeRoy Pappas, Philip E. Pate, Frank D. Petiti, James R. Pirkey, Allan J. Powell, Cesare Restani, Oscar W. Reynolds.

Manuel Saunders, Joseph C. Schiller, Edward G. Sell, Frederick H. Shere, Frank Silveria, R. H. Simpkins, Lloyd A. Smith, Frank M. Soto, William Steffers, Walter Stone, C. J. Sweet, James W. Thomas, Moses M. Thomas, James J. Treanor, Gus W. Tsouvas, Jesse L. Ward Jr., Paul Whitten, and Lewis W. Zimmerman.

Potrero

Joseph W. Adams, Anthony J. Allaria, Ricardo C. Aragon, Luckey E. Bailey, Luree A. Baker, Frank E. Butler, W. J. Campbell, Charles S. Cavitt, Lee Carroll, Harold B. Chaplin, Charles Coleman, Joseph N. Crossley, Harold E. Curry, John P. Deasy, Angelo Denevi, Francis Eaton, Neilo R. Elvander, Lee S. Falls, Norman R. Franks.

Robert L. Gagen, Patrick Gibson, Alfred Giordano, Aurelio Gioseffi, Dario G. Giuntini, Willie Lee Green, Morris Guttman, Joseph R. Hann, Eddie Havens, Morris Hudson, Emmett Jackson, Harvey Jackson, Tom H. Jackson, Ernest Johnson, Edwin Jostmeyer, Reginald D. Keith, Salvatore Lucia, Laverne C. Mogensen, Joseph Monteleone, Melvin Montgomery, Raymond S. Moses, Leo Thomas Martin, Donald F. McCarthy, William McDonald.

Henry Pfeiffer, E. Prendeville, Raymond E. Ray, James W. Reed, Charles R. Richman, Glenn B. Roberts, Clinton W. Rogers, Nelson C. Sanders, William V. Shulz, Alfred W. Seltzer, Wayne B. Shumate, B. J. Simpson, Robert G. Smart, David E. Smith, Woodson W. Smith, Rush B. Spriggs, Carl A. Swanson, Joseph W. Simien, Marvin Trimmer, Frank John Turner, Johnnie Walker, Jesse L. Ward, James F. Wargo, Jess L. Watkins, Richard W. Weaver, Robert P. Williams, Paul M. Williamson, and Ernest J. Winter.

(Above) Utilities Manager J. H. Turner, left, and Division Superintendent Geo. Lewis, right, pose with the Mayor and Mr. Tufo before the lovely Christmas tree in the Mayor's office. (Right) Mr. Lewis was anxious to see how "his boy" was going to look on the car cards, so he arranged a preview by cutting out the photograph in last month's card. The two previous winners were Francis F. McManus and George Glassford.

Presidio

Thomas D. Akers, Virgil Barkhurst, Samuel Barone, Ulick P. Burke, V. Connelly, Walter H. Costa, Lilburn Delaney, Voris Derryberry, Robert Lee Evans, G. H. Fendel, W. J. Gillette, Nathan E. Jones, Lawrence J. Kosar, L. H. Pfeiffer, Walter Schilber, James L. Simpson, Charles S. Troup and R. C. Washmera.

Sutro

Ashby Anderson, Roy D. Cummings, James W. Hillis, Andrew N. Janetos, Joseph H. Millnamow ,and Milton L. Palmer.

Utah

Ben C. Baxter, Bruno P. Berti, Larue Carter, Charles C. Dean, John F. Decampos, Thomas P. Dunnigan, Earl L. Ellingson, William Fields, W. C. Gaines, Raymond Garcia, John S. Gillis, Joseph Leo Gollob, Charles F. Hanneman, Charles N. Helm, William R. Laughlin, Elmer E. Ludlow, Norman Mack, Hughes Menifee, Eugene W. McIsaacs.

(Continued on page 8, col. 1)

Dominic Costantino

John H. Fitzgerald

Alex Garner

Morris M. Newman, Matt A. Nielsen, Joseph Oliva, William J. Palmer, O. H. Parker, H. D. Person, H. R. Pewitt, Emil J. Pieroni, Roberto Portillo, Anthony Robinson, Henry Rodriquez, Nick P. Revello, W. F. Schneider, Delg Paul Tufo, Peter P. Velasquez, and Emmett Whittle.

Washington-Mason

Ivan J. Alexander, Mary Alice Ball, Donald J. Craig, John R. Hurst, and Joseph N. Loftis.

OUR SISTER UTILITIES

The Retirement Party for *May E. Fitzpatrick*, Hetch Hetchy Engineering office, at the Stewart Hotel last month was attended by 63 fellow workers of the Utilities. *Les Stocker* did a splendid job as M.C. *James H. Turner* presented May with a Resolution from the Public Utilities Commission. *A. O. Olson* made the presentation of the gift - a radio and a substantial financial token. Happy Retirement, May . . . *Bill Raines* transferred to the Tax Collector's office to collect pennies from the parkers. Hope his feet hold up . . . *John Garlitz* is accused of bringing enough victuals to feed an army . . . Congratulations to *Bob Best*, who passed No. 1 on the recent Sr. Bookkeeper's exam . . . *Alice Michlstern* is now a Pine Street girl. Woo! Woo! . . . Congratulations to *Billie and Wally Balzer*. Amos has a new baby brother (cat, that is) . . . Lucky *Betty Silvagni* won a $20 pool . . . *Helen Laws*, formerly of the 6th floor, is now working at the Turk Street office of the Bureau of Public Service . . . A Happy New Year to all.

A. H. Millar

Laverne C. Mogensen

These Men Were Selected as Finalists in Courtesy Contest for Month of November

Each month our judges select the 12 top contestants, and from them the "Muni Man" is chosen. Unfortunately all 12 of them cannot get the $50 prize, but they may all feel highly honored at having reached the "finals" among so large a group of contenders.

Those who, along with Mr. Tufo, ranked highest during the month of November were:

Dominic Costantino

Mr. Costantino of Ocean Division drives on the No. 10 line and has been with the Railway for 14 years.

John H. Fitzgerald

Mr. Fitzgerald of Geary Division is a Conductor on the "N" and "F" lines. He has been employed for four years.

Alex Garner

Mr. Garner of Kirkland Division works on the No. 2 line and started with the Railway five years ago.

W. J. Gillette

Mr. Gillette of Presidio Division is a trolley coach operator on the No. 5 line. He has been employed for six years.

Robert Lear Hill

Mr. Hill of Ocean Division drives the No. 14 bus and has been with the Railway for three years.

Joseph A. Logasa

Mr. Logasa of Kirkland Division works on the No. 15 line and has been employed for nine years.

A. H. Millar

Mr. Millar of Geneva Division is a motorman on the "K" line. He is an old timer, having started 31 years ago.

W. J. Gillette

Robert Lear Hill

Joseph A. Logasa

Frank A. Offen

Walter E. Stone

Joseph P. Sullivan

Laverne C. Mogensen

Mr. Mogensen of Potrero Division drives the No. 33 trolley coach and has been employed for two years.

Frank A. Offen

Mr. Offen is another old-timer from Geneva. He is a conductor on the "K" line and has been with the Railway for 37 years.

Walter E. Stone

Mr. Stone of Geneva Division is a collector at Forest Hill Station and has been with the Railway for 23 years.

Joseph P. Sullivan

Mr. Sullivan of Geary Division is a Collector at the Bridge Terminal and has been employed for 28 years. This is the second time that Mr. Sullivan has been among the top twelve contestants.

RETIREMENT LIST

Name	*Classification*	*Employed*	*Retired*
Harvey S. Beaumont	Ocean Operator	9-27-26	11-19-50
Austin V. Bray	Inspector	10-18-17	9-18-50
David G. Brown	Geneva Conductor	2- 8-26	10-10-50
Anthony L. Cancilla	Potrero Operator	10- 6-28	7- 1-50
Robert P. Clarke	Sr. ERSM	6-17-18	10-26-50
James E. Conry, Jr.	Geneva Motorman	1-29-15	10-19-50
John Dineen	Geneva Motorman	7-19-21	10-26-50
George O. Hamilton	Geary Conductor	8-31-28	7- 1-50
Thomas P Kelliher	Ocean Operator	5-10-29	11- 1-50
Michael J. Maloney	Sutro Conductor	8- 1-19	11-15-50
John McDonagh	Gen. Clerk (from S102)	5- 6-27	10- 1-50
Will Menaker	Stenographer	12- 2-37	11-22-50
Emil J. Miller	Geneva Motorman	2-12-15	8- 1-50
Fred J. Miller	Geneva Motorman	1-29-15	10- 1-50
Lauritz Nathland	Geary Conductor	6-19-30	9- 1-50
Benjamin E. Pellandini	Geary Motorman	12-30-18	11-30-50
William J. Perry	Geary Motorman	9-18-25	10- 1-50

Have you earned your "Courtesy Citation" yet? It's the first step toward winning the "Muni Man of the Month" award and that $50 check, you know. Be sure to wear your badge in the proper position as shown in the photograph—about one-half inch above the Operator's patch. If you do nat have an Operator's patch, the Courtesy Citation should be sewn about two and one-half inches below the shoulder seam, on the right sleeve. And remember, only one Citation per uniform—the extra badge is furnished for those who have two uniforms.

DRUM AND BUGLE CORPS SEEKS NEW MEMBERS

The Drum and Bugle Corps is now making plans for the 1951 parades, the first of which will be St. Patrick's Day, according to James C. Hursh, Secretary.

There are a few openings for new members on various instruments, Mr. Hursh states. All who are interested in joining the Corps are urged to contact the following members: Guido Aschero, Geary Division; Ross Craig, Ocean Division; Grant McKay, Utah Division; I. T. Smith, Potrero Division; and those at Kirkland and Washington-Mason can get in touch with I. T. Smith by calling the Potrero Dispatcher and leaving their names, home addresses and telephone numbers.

The Corps has made several trips during the past year and has won an impressive number of trophies. New members can be assured that they will find both pride and pleasure in being associated with the group.

SUTRO DIVISION

Apparently this is our farewell column, for about the time this issue is delivered, Sutro Division will be closed down. To the operating personnel it has been a mighty fine association. A word of thanks from our Division Superintendent, *A. J. Schirmer*, echoed down the line by his subordinates, is hereby extended to each and everyone for the good co-operation and efforts set forth in making Sutro a fine Division. Good luck to all in your next assignment . . . Motorman *Peter J. Duffy* has again been called to act in the capacity of S-111 Inspector, being No. 1 man on the list. We sincerely hope that the appointment will be a permanent one this time and offer our congratulations . . . Conductor *Morris Casdin* and Motorman *Herbert G. Franklin* received their appointments as Receiver, and we wish them good luck in their new duties . . . Our heartfelt sympathy is hereby extended to Conductor and Mrs. *Harry B. Cohn* in the loss of Mrs. Cohn's brother . . . Motorman *Earl J. Hruska* was called to his home in Ashland, Wisconsin, due to the serious illness of his father. It was about a year ago he made the same trip due to the death of his beloved mother. It is our sincere hope that his father will recover . . . Every other week *Harry S. Araboglou* takes a couple of extra days off to visit his place in the country. He sure grows mighty fine vegetables and fruit on his place and no wonder he is boasting.

POTRERO DIVISION

By the time this issue is published Christmas and the New Year will have been here and gone, but we hope that each and everyone had an enjoyable time, and that the real spirit of Christmas was realized by all. . . . To the men at this Division who were on sick leave during the Holiday Season, we hope that you too had a nice time and that you will be back in the harness real soon. . . . *Mr. L. G. Marshall*, formerly Superintendent of this Division, wishes to be remembered to all. He and his wife are residing in Santa Rosa and have a beautiful home there. Mrs. Marshall has been confined to bed recently, but we hope by this time she is once again enjoying perfect health. As for Mr. Marshall, he is just fine. . . . When you see *Leo Vezzali* around you may be sure his shadow is right close behind (*Anthony D'Acquisto*). What is the secret to it, boys? . . . Our afternoon Dispatcher, *Bill Sharp*, is really putting on the dog these days with his new Pontiac. It sure is a honey. . . . That sweet smell in the Gilley Room around 2:00 P.M. is that stream-lined pipe of *Fordyce M. Anderson's*, and does he enjoy it!

A large group gathered to say farewell to Moe Stern, former Storeroom Clerk, who had made many friends during his years of service for the Railway. At the left Moe is looking over some of the gifts and cards which he received. At the right, General Manager William H. Scott expresses the appreciation and good wishes of all to the popular clerk.

OFFICE CHITCHAT

Herman Warnke, the big gun of the Accounting bowling team, toppled the timbers for a 611 series at Park Bowl. Herm was shooting on the wall alleys, 21 and 22, but that didn't upset him one bit, as he massacred the maples for games of 207, 232, and 172. *"Swervin' Irvin" Myerson* walloped the wood for a huge 246 game on the same night. . . . *Norman Morgan* has left the trip sheet room to accept a Senior Clerk's call in the Department of Public Works. . . . Genial *Dan Galvin* sent a box of candy out to his old gang in Timekeeping to announce the arrival of his fourth child, Kathleen Elizabeth, weight eight pounds six ounces. Kathleen was born on Pearl Harbor Day. . . . *"Wonderful" Farrell* has rapped out five consecutive 500 series, his latest effort being a 552. . . . *Jessie Ormond* passed away December 9th, after a game battle against a tough illness. . . . A very unusual occurrence came to pass in the Muni Bowling League match between Retirement and the Assessors. Retirement won by 3 pins, 903 to 900, when *Frank Cohn* slipped over the foul line twice in the tenth frame, and *Charlie O'Connor* fouled once. Needless to say this was sauce for the *Guth* and his gang. . . . We were all sorry to lose our good friend, *Moe Stern*. He received some lovely gifts and a lot of fond wishes at the farewell presentation in Mr. Scott's office. . . . A welcome is extended to the Timekeeping staffs which are now located at Geary: *Jim Kavanaugh* and his crew who handle the shops and custodial rolls, *Eulalie McVicar* and the Geneva-Ocean gang, and *Frank Littlejohn* with the Utah group.

GUIDE TO NEW OFFICES AT GEARY CAR HOUSE

The new offices at Geary are now in service, and the people who work there are gradually learning where to find one another. For the benefit of those who are not familiar with the new arrangement, the list below shows the locations of the various departments.

Basement

The Bureau of Personnel and Safety (Paul J. Fanning, Director) is located on the lowest floor with entrance at 901 Presidio Avenue. The Training, Accident Prevention, Personnel and Leave Departments are found here, and there is an auditorium for the use of the instruction staff.

The Lost and Found Department is on the same level with entrance from 949 Presidio Avenue.

First Floor

The Bureau of Accident Investigation (Donald Mazzoni, General Claims Agent) is located on the first floor with the reception office in Room 103.

The first and second floor offices may be reached by taking the elevator at 949 Presidio Avenue.

Second Floor

Following are the newly-located offices on the second floor:

Wm. H. Scott, General Manager 219
M. D. Mills, P.U.C. Consultant....219
D. C. Ormsby, Gen. Supt. of Transporation 221
G. W. Evington, Supt. of Trans.....227
H. E. Cooley, Asst. Supt. of Trans. 223
Earl Ryan, Pass. Service Reports..225
D. D. Canning, Supt. of Traffic.....213
E. A. Rambo, Sup. of Schedules.....213
C. D. Miller, Supt. of Equipment..209
F. L. ReQua, Elec. Eng.....200
George C. Quinn, Sr. Acct.....235
Mel Kraut, Accountant.....231
J. J. Lyons, Stores & Purch.....210
Paul Frasher, Revenue Accts.-School Tickets 241
M. L. Henry, Payroll Division.....202
Division Timekeepers:
Shop 202
Utah 212
Geneva and Ocean 218
Geary and Kirkland 220
Potrero and Presidio 220
Wash.-Mason and Sutro.....220

GEARY-PRESIDIO DIVISION

Motorman *Tom Hanges* received a $5.00 reward from Major Murry Baldwin, U.S. Army (Retired), for finding the Major's briefcase. The case held two new type guns, an invention of the Major's which he hopes will be adopted by the Army. The Major was very worried until he showed up at Geary car house and found that his guns were there. He then happily showed Division Superintendent *A. J. Schirmer* and Receiver *Edward P. Schwab* how they worked. . . . That was a nice write-up in Herb Caen's column about Motorman *Robert Irving* of the "B" line. Motorman Irving bravely jumped into a driverless car which was rolling down a hill and brought it to a stop. . . . Our popular Collector, *Joe Sullivan*, has been interviewed by one of the newspapers. Joe has made a million friends at the Bridge Terminal.

MR. PAUL OPPERMAN
DIR. OF PLANNING
100 LARKIN ST.
CITY 2

POSTMASTERS:
Forwarding or return postage, or notification (with key) or form 3547 guaranteed
TROLLEY TOPICS
901 Presidio Avenue
San Francisco 15

JAN 19 10 42 AM '51
CITY & CO. OF S.F.
DEPT. OF CITY PLANNING

Sec. 34.66 P. L. & R
U. S. POSTAGE
PAID
Permit No. 4632
San Francisco, Calif.

Many Changes to Take Place January 21st

The big shake-up on January 21st will include the changeover of the No.1, 3 and 4 bus lines on Sutter Street to trolley coach; change of the No 2 bus line on Sutter Street to a limited stop service east of Presidio Street; changeover of the "F" car line on Stockton Street to trolley coach; and changeover of the night service on the "N" line and on the outer portions of the "K" and "L" lines from street car to bus.

Following are details of the changes that will take place this month as well as information about the new No. 79 line that was put in operation in December.

Sutter Street Lines

The No. 1, 3 and 4 lines will be converted to trolley coach operation on January 21st. The routes will be the same as the former motor coach routes with this exception: at night the No. 3 line will not be operated, and No. 1 coaches will follow the No. 3 route from Sutter and Fillmore via Fillmore, Jackson and Presidio to California, and then proceed out California to the regular terminal at 33rd and Geary.

Between the hours of 7:00 to 6:30, the No. 2 line motor coaches will become a semi-express service east of Presidio Street making stops only at transfer points (Divisadero, Fillmore, Van Ness, Polk, Jones, Powell, Stockton and Kearny).

Stockton Street Line

The No. 30 line will be operated by trolley coaches, and will cover the same route as the former "F" line cars, but will be extended at the Marina terminal as far as Broderick Street, and then make a loop via Broderick, Jefferson and Divisadero to Chestnut. Another shorter loop will circle the block bounded by Chestnut, Broderick, Francisco and Divisadero. The terminal will be located at Divisadero and Chestnut.

The loop at the S. P. Depot will be as follows: From 4th to Brannan to 3rd to Townsend. Another loop has been constructed going from 4th to Howard to 5th to Mission and back again on 4th.

Tunnel Lines

The "K" and "L" lines will be operated by street car over their entire routes during the day. Street cars leaving the downtown terminal after 7:00 p.m. will turn back at St. Francis Circle.

To provide service on the remainder of the "K" and "L" routes at night, a new motor coach service will be operated as follows: From the outer terminal of the "L" line at 47th and Wawona Street, along the present route of the "L" line to the west portal of Twin Peaks Tunnel; thence along West Portal Avenue to St. Francis Circle; thence along the present route of the "K" line to the terminal at the intersection of Mission Street and Onondaga Avenue.

Operation on the "M" line will continue as at present with night service by shuttle bus from the west portal of the tunnel.

All daytime operation on the "N" line will be by street car with the last car leaving the downtown terminal at approximately 7:00 p.m. After this time, the entire line will be operated by bus service, following the present route of the "N" line on Market Street and Duboce Avenue; circling the tunnel via Scott, Haight and Cole to Carl Street; and then continuing along the present route to the terminal at Judah and the Great Highway.

New Sunset Line

On December 11th, a new motor coach route, No. 79, was put in operation to cover the Sunset Heights district. The service was provided in response to a petition bearing 600 signatures and is being given on a 60 day trial basis. If patronage is sufficient, it will be made permanent. Service is provided from 6:00 a.m. to 7:00 p.m., with a round trip being made every 20 minutes. The route is from 9th Avenue and Judah via 9th, Kirkham, 10th, Lawton, 16th, Noriega and 15th to Taraval.

TROLLEY TOPICS

Vol. 6 JANUARY, 1951 No. 1

CITY & COUNTY OF SAN FRANCISCO
Elmer E. Robinson, Mayor

Published under direction of the
PUBLIC UTILITIES COMMISSION

Philip F. Landis, President
Sam McKee — Victor S. Swanson
Edward B. Baron — Donald A. Cameron

Adeline Svendsen, Editor
Charles L. Reed, Artist
Marshall Moxom, Photographer

REPORTERS

Jim Lewis — John Whitney
John Hurst — Ken Howard
Jim Bittles — Marie Jackicich
Emery Dutcher — Vic Peterson
Joe Kennealy — Dolores Shea
Jim Leslie — Mary Swinney
Dick Griffin — Elven Whelpley
Harry Franklin — Jack Wehren

Address communications to 1345 Turk St.
San Francisco 15, Attention Editor

SYMPATHY

(We are sorry to report the deaths of the following fellow employees. Sincere condolences go to the families)

Joseph Fitzpatrick, C152 Watchman, died October 21st. He joined the Market Street Railway on August 31, 1942, as a Motorman, and transferred to the watchman's job a few months ago.

Edwin M. Holian, Geary Conductor, died suddenly on December 10th. He had worked the previous day. His service with the Railway dates back to September 15, 1927.

Jessie F. Ormond, General Clerk in the Accounting Department, died on December 9th after a long illness. She started with the Water Department on May 13, 1943, and later transferred to the Railway.

TROLLEY TOPICS
MUNICIPAL S.F. RAILWAY
CHAS. L. REED
me 6 FEBRUARY, 1951 Number 2

Safe Driver Awards Won by 568 Men Who Had No Chargeable Accidents During Year

There are 568 proud men operating Railway vehicles this month. They are the winners of the National Safety Council's Safe Driver Awards.

And proudest of all is Paul J. Fanning, Director of the Public Utilities Commission's Bureau of Personnel and Safety, who was instrumental in getting the safety award program set up.

"It's fabulous," Mr. Fanning stated. "The results of this program have exceeded all our expectations. The high percentage of men who completed the year without a chargeable accident has been most gratifying. Out of the 1579 operators eligible to participate, over 36 per cent received awards."

The figures on the Railway's accident rate as a whole reflect the excellent driving record set by these men. There has been a 23 per cent decrease in the accident rate over the previous year.

In 1945 and 1946 San Francisco had the worst accident record among

(Continued on page 4)

WHAT THE WELL-DRESSED MUNI MAN WILL WEAR THIS SPRING!

The happy operator in the three-way mirror is Henry L. Cologne of Ocean Division. Mr. Cologne is perfectly attired for spring in a spiffy uniform and cap PLUS those most important accessories—the Safe Driver Award and the Courtesy Citation. Operator Cologne is one of many drivers who have earned both the lapel pin and the shoulder patch. His picture appears again on Page 8 as one of the top 12 in the Muni Man of the Month contest, the second time he has received this honor. With such a record, it's too bad he isn't actually triplets as he appears to be here.

COMMISSION ADOPTS NEW RAILWAY ORGANIZATION CHART

EXECUTIVE PERSONNEL SHUFFLED TO PROVIDE MORE DIRECT SUPERVISION

Aiming at a general improvement of service, San Francisco's Public Utilities Commission has adopted a plan to bolster "on the street" supervision and operation of the Municipal Railway by shuffling the railway's executive organization. The reorganization was effective January 16th.

Charles D. Miller, former Superintendent of Equipment, has been named to the newly established position of Operating Manager with full authority over all railway operations. This will gather together in one job the authority which previously has been exercised by several people. Mr. Miller will report directly to General Manager William H. Scott.

The new position also provides a logical training spot for the future Railway manager, an objective which the Public Utilities Commission has been attempting to achieve in all utilities under its control.

The plan, which was proposed by Transit Consultant Marmion D. Mills, relieves General Manager Scott of direct responsibility for the operating departments and allows him to give more attention to the divisions of Accident Investigation, Personnel and Safety, Public Service, Engineering, Accounts, etc., which remain under his supervision. Mr. Scott has announced that he will retire next year.

The new Operating Manager will have three department heads reporting directly to him. They are:

Supt. of Transportation—
George W. Evington.

Supt. of Track, Ways & Buildings—
John H. Ryan.

Supt. of Equipment—
C. D. Miller (pending assignment of successor).

The chart abolishes the position of General Superintendent of Transportation, held by Duke C. Ormsby, who is retiring soon, and provides for two Assistant Superintendents of Transportation instead of one as previously shown. Wesley R. Mason, former Division Superintendent, was promoted to the position of Assistant Superintendent of Transportation, the same rank as that already held by Harry E. Cooley.

With the promotion of Mr. Mason, the remaining Division Superintendents are being shifted to handle two divisions each. They are:

George Lewis, Potrero and Wash-Mason.

J. E. McDevitt, Geneva and Ocean.

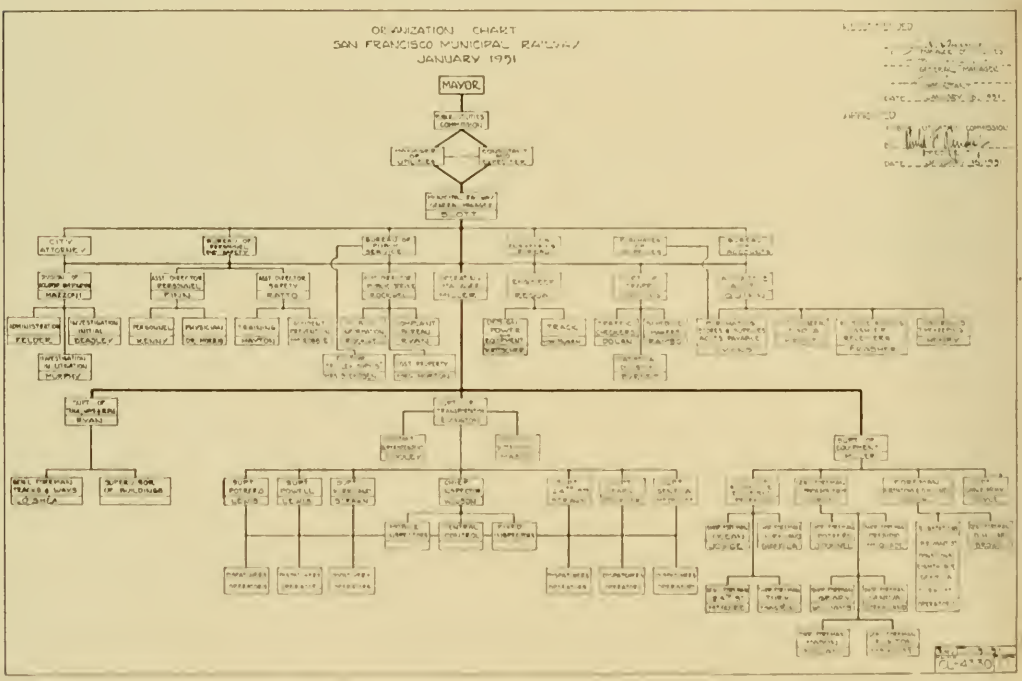
A. J. Schirmer, Geary and Presidio.

Ralph Strawn, Kirkland and Utah.

Charles D. Miller was born in San Francisco and has spent his entire adult life with the city's transportation system. He started working for the Market Street Railway Company 43 years ago when he was only 17 years old.

His first job was as a Repairman. By the time he was 22 he was a Carhouse Foreman, and later served as Assistant Superintendent of Equipment, Superintendent of Motor Coach Maintenance, and finally, since 1943, as Superintendent of Equipment.

Although for many years he has been on call 24 hours a day, he has found



(Right) Mayor Elmer E. Robinson is the chief official of the City and County of San Francisco and responsible for the efficient administration of all departments. Mayor Robinson, as an elective official, expresses the mandate of the people who are the final authority in determining how the city's business should be run.

(Below) The Public Utilities Commission is the body entrusted with management of the city's five utility departments, including the Municipal Railway. Members are appointed by the Mayor. From left to right are Donald A. Cameron, Edward B. Baron, President Philip F. Landis, Vice-President Sam McKee and V. S. Swanson.

(Right) Manager of Utilities J. H. Turner is the executive director for the five departments which are controlled by the Public Utilities Commission. He is appointed by the Commission and is responsible directly to them.

(Left) Col. Marmion D. Mills is the transit expert appointed by the Public Utilities Commission to serve as consultant and expediter on various Railway problems. He too is responsible directly to the Commission.

time to take an active part in the Masonic Lodge, Pacific Railway Club, Society of Automotive Engineers, Automotive Council of Northern California, and has served on the Advisory Committee on Motor Coaches and Trolley Coaches for the American Transit Association.

Wesley R. Mason is also a native San Franciscan and has been with the Municipal Railway for over 21 years. He started as a Motorman in 1929 and was promoted to Inspector in 1936. He later served as an Instructor, and in 1945 received his appointment as Division Superintendent.

Mr. Mason is a member of the Independent Order of Foresters. He spends most of his spare time with his family, which includes two grandsons, although Mr. Mason is only 44 years old.

(Left above) General Manager William H. Scott is the administrative head of the Municipal Railway. The Operating Manager will report directly to him as will the divisions of Accident Investigation, Personnel, Safety, Public Service, Engineering, Traffic and Accounting. Mr. Scott is appointed by the Manager of Utilities with the approval of the Public Utilities Commission.

(Left below) Operating Manager Charles D. Miller is the executive in charge of all operating departments of the Railway. The three divisions under his supervision include Transportation, Track, Ways & Buildings, and Equipment. All matters affecting these three departments which cannot be handled by the respective department heads will be referred to the Operating Manager. This will include all matters of discipline as well as policy questions.

SAFE DRIVERS

(Continued from page 1)

cities of its class in the country. Now our transit system is one of the safest, with a rate of only 8.34 accidents per million passengers carried.

In 1946 the line had 13,509 accidents of all kinds. This year the number of accidents was only 7571. During those five years the number of miles covered by the system has increased from 29,602,687 to 29,972,118.

Recent visitors from the head office of the National Safety Council have been most impressed by the record established. They were: Earl F. Campbell, Director of Local Safety Programs; Paul Coburn, Director of the Motor Transportation Bureau; and Frank Davin, Editor of Public Safety magazine.

Following is the list of the employees who qualified for the Safe Driver award:

Jose Lee Abeyta, Frank R. Agullard, Vernon E. Albright, John E. Alexander, Edward Jos. Allard, Anthony J. Allaria, Patrick P. Altieri, John Andersen, Ashby Anderson, Fordyce Anderson, Howard S. Anderson, James R. Anderson, Louis J. Angeli, E. H. Angelius, Bruno Antoni, James Appleberry.

Ricardo C. Aragon, Leslie Arnold, C. Asimakopoulos, L. C. Bacigalupi, Arthur F. Back, Lawrence E. Bailey, Luckey E. Bailey, Martin E. Baker, Joseph H. Balzac, Jesse L. Banks, George A. Barker, James H. Barker, Virgil Barkhurst, C. J. Barnett, Russell Barnett, Geno H. Barni.

Samuel Barone, Ralph Baronie, Andrew G. Baronik, Lyle B. Barry, Aaron T. Barskey, Carl C. Barton, William G. Bartschot, Harold E. Bates, Otho Eugene Baty, Frank E. Bauer, Charles Bauman, Harvey S. Beaumont, Archie D. Bedford, Clifford Bedford, Greene C. Belcher, Lewis Wm. Bell.

Earl Lewis Besnon, Leo Bercu, Albert J. Berti, Duilio Berti, Dimitro C. Biboli, Gerald M. Bidgood, Joseph A. Blake, H. E. Blanchard, R. A. Blanquie, B. B. Blessing, Robert Blessing, Ethridge N. Boone, Floyd R. Boothe, Owne W. Borden, E. D. Boschetti, John D Bourdon.

Kelley Bowlin, James J Brackett, Orville L. Bradley, Joseph O. Brady, Harry J Brasesco, James P Brasesco, Roy E Brewer, William C Brewer, Jean Brice, Andrew Lee Brown, C. E Brown, James Brown, Peter J. Browne, Ernest A. Buckner, Ray John Bunzel, William E. Burden.

William F. Busch, Burton D. Byron, William Cairns, Charles M. Calkins, Valmore H. Calvert, J. J. Campion, Herman L. Cardona, James P. Carey, Will F. Carey, Eugene J. Carli, Achille Carmassi, Ray G. Carroll, Earl Castillo, Chas. E. Catoir, Jr.; Charles S. Cavitt, James M Chan.

Edward Cheatham, Odis W Chenault, L. J Christen, Jr.; George J. Citrino, Albert F Clark, G H Cleaveland, R. J. Clements, R W. Clingingsmith.

Ralph Clocker, William Coffaro, Mitchel Coffey, Charles Coleman, Edward A Coleman, Henry L Cologne, Curtis Combs, T. P. Concannon, James V Connoll, Roby T Conrow, Joseph J Cook, R M. Coppinger, Jeremiah Corcoran, Thomas C. Corcoran, Harold A Corron, Martin R Cortesi

Walter H. Costa, Julius M. Cowan, William P. Cox, Donald J. Craig, Kenneth Roy Creed, George W. Dahl, Robert A. Dance, Floyd D. Daniels, Orie C. Darby, Frank E. Davis, Jack C. Davis, James Davis, Abraham M. Deeb, John P. Devincenzi, James A. Dilley, Daniel J. Dineen.

Robert L. Dockery, John Doherty, Fred I. Dolin, Mario Domenichini, Harold B. Doull, Arthur J Droum, Joe Correa Duarte, Felix J. Duffy, Wm. T. Dunleavy, Frank Dunne, Jonathon Dusdall, William H. Ehrhorn, Edward G. Ekonian, Earl L. Ellingson, Nerlo R. Elvander, Harvey L Emge

Henry J. Englebert, Timothy V. Erdy, Henry M. Ertman, T J Espinoza, Howard Estus, Robert Lee Evans, Thomas Z. Evans, Pierre V Ewert, Edward J Eyrl, Frank E Fehr, Joseph R. Felix, Kenneth W Flakne, Eugene

When two Presidio trolley coach operators dropped in at the Bureau of Personnel and Safety, they found out all about the Safe Driver Awards from the enthusiastic staff. Director Paul J. Fanning was only too happy to show the pin to them and to tell them how delighted he was that our Railway men had won so many of them. Here Mr. Fanning shows Operator Samuel Barone some of the hundreds of pins which had been received from the National Safety Council.

Fontaine, George L. Fordtran, Leo J. Fournier, H. G. Franklin.

Norman R. Franks, William H. Franks, Emmit E. Freeman, Robert H. French, Samuel L. French, Charles C. Frey, I. Friedenberg, Roy M. Frye, Chas. Gallo, John R. Garcia, Raymond Garcia, Alex Garner, John F. Geary, Samuel Gelini, Charles H. George, Elias P. George, Joseph Gianetti.

John S. Gillis, Michele Giomi, Aurelio Gioseffi, Lyle V. Godfrey, John G. Goehler, Vincent P. Goggin, Joseph Leo Gollob, Andy A. Gomez, Roy L. Gooding, Roy V. Googe, William C. Gordon, Peter Goumas, Jacob Grabstein, Tino D. Granucci, William Grassi, Earl N. Greene, John J. Griener.

Vincent Groves, D. Gunderson, Joe F. Gurnsey, Lemuel L. Hadaway, H. A. Hagemann, Arthur I. Halinen, Chester L. Hamm, Theodore Hanges, Joseph R. Hann, Charles F. Hanneman, Arnie G. Hansen, James Hansen, Paul Harband, Edgar H. Harper, Harold H. Harper, Levi Harper, Paul W. Harr.

Thomas D. Harvey, Edward J. Haslam, John Henry Hatter, Eddie Havens. Alfred E. Hawkes, Phinus Q. Hawkins, Roy A. Heacock, J. F. Heissenbuttel, Leslie Henderson, Clifford B. Henry, Robert A. Herbst, L. E. Herbstritt, Gus R. Herron, Anton Wm. Hettrich, Thomas Hewitt, Reginald D. Hickey, Edward G. Higgins, Levert J. Higgins, Edward P. Hildreth.

Nelson T. Hill, Jr.; Robert Lear Hill, George I. Hines, William G. Hines, Arthur G. Hintz, Thomas B. Hoff, Ezra C. Holford, Gratt D. Holloway, Wm. J. Holzmuller, Henry L. Houston, A. B. Howard, Joseph F. Howard, Francis B. Howe, Earl H. Hugh, Albert T. Hughes, George Hullin.

Gerald K. Hulse, Henry A. Humphreys, Harold G. Hunt, James J. Hynch, Robert Irving, Adam Jackson, Greer Jackson, George D. Jacobs, Henry A. Jahnsen, William B. Jenkins, Frank W. Johansen, Angels Johns, Cecil Ray Johnson, Charles Johnson, Elmer C. Johnson, Fred Johnson, James E. Johnson.

Lloyd G. Johnson, Buster B. Jones, Edward S. Jones, Herbert A. Jones, Louis Jones, Paul Jones, Jr.; John E. Joyner, Emile C. Kaus, Norbert I. Kehoe, Frank E. Kehr, Edwin A. Kell, ohn Kelleher, Earl Kelley, Thomas P. Kelliher, Martin Wm. Kelly, Paul J. Kelly, Thomas E. Kenny.

Lewis B. Keylon, Byron Vernon King, Jerry L. King, Jr.; Martin E. King, William J. King, Hyman Klezmer, Spiros D. Koklas, William C. Konig, Lawrence J. Kosar, Albert H. Kraeber, Henry W. Kroencke, Fred C. Kubli, Michael Kulis, Theodore Kurrell, Hugo R. Lafuente, Joseph W. Lang.

Stephen H. Langley, Fred Latimer, Wm. R. Laughlin, Martin N. Lawson, Robert C. Lee, Thomas B. Lee, Jr.; James F. Lennon, Thomas T. Lennon, Louis K. Levy, George Lex, Herbert W. Light, Henry R. Lind, Melvin J. Lindelli, Robert E. Linehan, Albert R. Logasa, Edward John Long.

Robert W. Loomans, Fred Peter Lose, Charley Lowden, Lee Leroy Lowrey, Salvatore J. Lucia, Don V. Lucier, Angelo P. Lundardi, Peter H. Lunden, Walter H. Lusk, Alvin A. Lusto, Foy Lynch, Manuel M. Machado, W. Madziarski, Edward O. Magnuson, Charles A. Maguire, Leo J. Mahoney, Everett L. Malone.

William P. Malone, Everett D. Maloney, Charles H. Malum, Lind J. Mammini, John W. Mark, Karl J. Markussen, G. J. Martensen, Lawrence M. Martin, Leo Thomas Martin, Barcley S. Massey, Paul J. Matelli, George I. Mattson, Clyde May, McCoy Maybon, Matthew McAravy, Lionel E. McCarn, James J. McCarthy.

George J. McCreary, Samuel McDaniel, M. J. McDonnell, Robert .L. McElroy, Hugh McFadden, Herbert E. McGee, Harry A. McGinley, John McGovern, Thomas McGrath, George D. McGuirk, Wilfred J. McHugh, Eugene W. McIsaacs, Robert J. McKeever, Edward J. McMahon, Francis F. McManus, Jos. Melovich, Jr.

Placido Menegone, Elmer Merrill, P. Metroupoulos, Ernest A. Meyer, William Meyers, Charles Micallef, William Michelini, A. H. Millar, Willian T. Millar, Benton C. Miller, Charles J. Miller, John C. Miller, Omar M. Miller, James G. Milne, George Albert Moe, John D. Monahan, Melvin Montgomery.

Edmond G. Moren, Emmett F. Mueller, Adolph Munoz, Frank T. Muratore, Patrick J. Murphy, Russell W. Murray, Alexander Myers, Paul H. Nathan, Joseph Navarra, Santo Navarra, H. J. Neubecker, Peyton G. Newlon, Morris M. Newman, Matt A. Nielsen, Samuel B. Noel, Joseph F. Noga, William M. Noshkin.

(Continued on page 11)

The list of 568 Safe Driver Award winners stretches clear across the room. Operator Norbert Kehoe wanted to be sure his name was included, so he checked with Richard Griffin, the department statistician. Both Mr. Barone and Mr. Kehoe have qualified for the award, and found that their names were recorded.

LILBURN B. DELANEY SELECTED AS DECEMBER "MUNI MAN"

COURTEOUS ATTITUDE WINS $50 PRIZE FOR PRESIDIO DIVISION OPERATOR

Winner of the December Muni Man of the Month award, Lilburn B. Delaney, receives his $50 prize from Mayor Elmer E. Robinson, chairman of the judging committee. The other two judges are Iver C. Larson of the National Safety Council and E. B. Sorensen of Fielder, Sorensen & Davis.

Operator Lilburn B. Delaney of Presidio Division was announced last month as the fourth winner in the "Muni Man of the Month" contest. Mr. Delaney was selected on the basis of letters received from the public as the Railway's outstandingly courteous employee for the month of December.

Mayor Elmer E. Robinson, chairman of the committee of judges, presented the $50 cash prize. The two other judges were Iver C. Larson of the National Safety Council and E. B. Sorensen of Fielder, Sorensen & Davis, the transit advertising firm which is donating the prizes.

Mr. Delaney, 39 years old, has received commendations ever since he first came to work for the Railway on September 21, 1945. He was a conductor on the "H" line for some time, and for the past year has been operating a trolley coach on the No. 5 line. His passengers say that there has been no change in his attitude since the start of the Courtesy Contest, but that he is consistently a "courteous, kind, safe-driving Muni man."

A total of 651 commendations were received during the month of December, according to Manager of Utilities J. H. Turner. Previous winners were Francis F. McManus, Potrero; George Glassford, Kirkland, and Delg Paul Tufo, Utah.

The list of those commended during the month of December follows:

Geary

Alfred Aaron, Fred G. Blacklock, William Cairns, John H. Fitzgerald, Edward P. Gorevan, H. S. Hildebrand, Fulton B. Hodges, Daniel E. Hogan, Robert Irving, Thomas E. Keeny, T. V. Knudsen, Joseph W. Mannix, C. E. Melbosted, Frank Orsi, William Robinson, Herman Szabo and H. E. Wuestefeld.

Geneva

Thomas W. Burns, Michael J. Casey, L. C. Cristiani, Mabel R. Day, Dorothy Davis, Albert F. Flieger, John J. Gonsalves, Ivan L. Harness, Thomas D. Kelleher, Stephen H. Langley, Wilham Madziarski, George Metro.

Mathew Francis Montoya, James F. Morrow, William J. Naughton, Frank A. Offen, Lloyd W. Osburn, J. A. H. Peterson, T. R. Poulson, W. W. Reinhardt Giustino Scialance, Robert J. Taylor, Joseph A. Thibault, William C. Vogel, William Walsh, J. F. Ward and Cornelius Whelton.

Kirkland

Leslie Arnold, Robert H. Ayres, John Baranow, Branson K. Barnes, Charles Benton, Booker T. Brooks, Andrew Lee Brown, John S. Bryant, William E. Burden, Mike Carpine, Roy E. Clapp, John Decker, Miguel B. Erana, William J. Fay, John W. Fields, James J. Fitzpatrick, Daniel N. Flecher.

Ernest Furness, Si J. Gallegos, Elbert L. Goodsell, Harry L. Gordon, Vincent Groves, Leroy Hancock, Harry E. Harvey, Melbourn G. Heimsoth, Leslie Henderson, Gene Henderson, William G. Hines, C. M. Holcombe, Richard D. Holder, W. W. Irwin, Elyster H. Jackson, Charles O. Johnson.

David Jones, Merle M. King, Walter B. Lewis, Henry R. Lind, Joseph A. Logasa, Everett J. Malone, Elmer Merrill, Joseph McCowan, John J. McDonagh, Joseph H. McGinn, Andrew J. Olsen, Joseph Reich, Victorini Reoro, Welthy Ruffin, Joseph T. Ryan, T. J. Scarabino.

Jack Sherburne, Edward P. Walsh, Ernest M. Washington, Howard C. Welch, Alvin Whitaker, C. M. Williams, Richard Williams, C. J. Wiltturner and Leo Lawrence Woody.

Ocean

Robert N. Amark, Bruno Antoni, C. Asimakopoulos, Radford R. Bailey, R. A. Blanquie, Owen W. Borden, Harry J. Brasesco, James P. Brasesco, Antonio Bruno, Will F. Carey, Harry L. Cedusky, Joe Colla, R. M. Coppinger, Martin R. Cortest, Dominic Costantino, George W. Cushing, Henry L. Cologne.

R. M. Coppinger, Oleo C. Cox, Ross D. Craig, George W. Cushing, John O. Denman, Peter G. Economu, Arrol F. Fischen, C. C. Frey, Harry J. Garabedian, John N. Gentile, Richard Gutchell, T. W. Gowanlock, Tino D.

The new Muni Man will be in distinguished company. Manager of Utilities J. H. Turner shows Mr. Delaney a vacant place on the display board at City Hall where his picture will appear soon. Previous winners whose faces have appeared on the car cards are Francis F. McManus, George Glassford and Delg Paul Tufo.

Granucci, Frederick Gyde, Chester L. Hamm, Paul W. Harr.

Leonard T. Hart, Frank E. Herald, Edward P. Hildreth, Henry L. Houston, Lloyd L. Johnson, Louis Jones, Justin Jutus, Jr.; E. W. Karlseng, Frank E. Kehr, Marvin Kimber, Oram S. King, E. S. Koumakis, Frank J. Latrouel, Joseph V. Lerma, F. Y. Lynch, Cornelius J. Lyons, W. R. Marquering, Karl J. Markussen.

George I. Mattson, Thomas M. Moses, Joseph P. McArdle, R. J. McKeever, Raynard Patterson, Andrew N. Payne, James B. Penix, Allan J. Powell, David L. Prescott, Peter Reilly, B. Riordan, Cornelius Rulison, William E. Ruhe, Manuel T. Saunders, Edward G. Sell, Frank Silveria, R. H. Simpkins.

George L. Sims, Lloyd A. Smith, Paul F. Sperber, William Steffers, Walter Stone, C. J. Sweet, Jr.; Robert A. Thompson, A. W. Todhunter, James Verducci, Noe M. Vermeulen, Willie C. Ware, Unto A. Waisanen, Paul S. Whitten, Fred Wilson and Wilbur Wilson.

Potrero

Ricardo C. Aragon, Luree A. Baker, Joseph H. Balzac, Geno H. Barni, James Brown, Harold B. Chaplin, Harold E. Curry, Everett M. Dawson, A. Denevi, John Durkin, George O. Fouts, Dario G. Giuntini, Eillie Lee Green, Howard Grinstead, Ivan L. Harness, Eddie Havens.

Ophia E. Hicks, Francis B. Howe, George A. Jackson, Greer Jackson, Harvey Jackson, Edwin L. Jostmeyer, Ernest Johnsen, Edwin A. Kell, Earl Kelley, Hugo R. Lafuente, Salvadore J. Lucia, Leo T. Martin, Laverne C. Mogensen, Joseph Montaleone, Melvin Montgomery, Raymond S. Moses.

. H. Mottesheard, Carl L. Mullins, Frank T. Muratore, Donald F. McCarthy, P. I. Perry, Anthony L. Ramirez, Glenn B. Roberts, Clinton W. Rogers, William V. Schulz, Vincent Senatore, Robert G. Smart, David E. Smith, William J. Smith, Charles D. Sprague, John E. Trousdale.

Jesse L. Ward, James F. Wargo and Jess L. Watkins.

Presidio

Samuel Barone, Harold L. Bigelow, Thomas S. Cullen, Lilburn B. Delaney, R. W. Denman, Robert Lee Evans, Gordon H. Fendel, W. J. Gillette, John Lee House, Francis B. Howe, Norbert I. Kehoe, Lawrence J. Kosar, Norris Mosby, Raymond E. Ray, Raymond Shiver, Glenn A. Smith and Leonard M. Wilczek.

Sutro

Ashby Anderson, James F. Barrett, Harry B. Cohn, Martin L. Deane, Earl J. Hriska, David J. Mattley, Martin Mulkeen, John McGuire and William L. Stockfleth.

Utah

John T. Baptista, Ben C. Baxter, Reno J. Bini, Calvin Brown, Claude I. Boyd, Larue Carter, Ray Paul Cave, Charles E. Ehrhorn, J. W. Everman, William H. Franks, Joseph Gollob, Daniel Gonzales, Lake O. Green, Fred R. Holtzen, Charles F. Hanneman, Charles N. Helm.

Robert E. Horton, Norman J. Judson, Warren D. Lewis, J. J. Mulvaney, Eugene W. McIsaacs, William Palmer, Lynn M. Peterson, Harold R. Pewitt, Emil J. Pieroni, Nick P. Revello, Anthony Robinson, J. Silverman, Delg Paul Tufo, Haynes E. Vance and Otto D. Wade.

Mr. Delaney wanted his Division Superintendent, A. J. Schirmer, to be the first to see the $50 prize. Here Mayor Robinson hands over the check to the pleased operator while Mr. Schirmer watches approvingly.

Alfred Aaron

Harry B. Cohn

Henry L. Cologne

Eddie Havens

George A. Jackson

Joseph McCowan

Runners-up In December Contest Receive High Praise From Judges

From the 651 commendations received during December, 12 men were selected who had been outstandingly courteous during the month. According to our judges, all of these men deserve high praise for their good work.

Lilburn B. Delany (see Page 6) won the coveted award. Others who led the field in December are listed below. The lines and divisions shown are those on which the man worked during the period commended.

Alfred Aaron

Mr. Aaron of Geary Division is a Conductor on the "N" line and has been with the Railway since 1919.

Harry B. Cohn

Mr. Cohn of Sutro Division is a Conductor on the "C" line. He is starting on his 30th year with the Railway, having been employed since December, 1911.

Henry L. Cologne

Mr. Cologne of Ocean Division drives on the No. 25 line and has been with the Railway for nine years. This is the second time that Mr. Cologne has been among the top 12 contestants.

Albert F. Flieger

Mr. Flieger of Geneva Division is a Conductor on the "L" line. He has been employed since 1920.

Alex Lee Franks

Mr. Franks is a Conductor on the cable cars. He has been with the Railway since 1918.

T. W. Gowanlock

Mr. Gowanlock of Ocean Division is a motor coach operator on the No. 18 line and has been employed since 1930.

Eddie Havens

Mr. Havens of Potrero Division drives a trolley coach on the No. 41 line. He has been with the Railway over 14 years.

George A. Jackson

Mr. Jackson of Potrero Division is a trackless trolley operator on the No. 6 line and has been with the Railway since 1948.

Joseph McCowan

Mr. McCowan of Kirkland Division is a motor coach operator on the No. 1 line. He has been employed since 1945.

T. J. Scarbino

Mr. Scarabino of Kirkland Division drives a motor coach on the No. 45 line and has been with the Railway since 1946.

Haynes E. Vance

Mr. Vance of Utah Division is a bus operator on the No. 24 line and has been with the Railway since 1945.

Albert F. Flieger

Alex Lee Franks

T. W. Gowanlock

T. J. Scarabino

Haynes E. Vance

OFFICE CHITCHAT

Bruce Bishop has joined the Timekeeping Department as a general clerk. Bruce has had a bit of railway experience as he worked as a temporary receiver at Kirkland Division. . . . Inspector *Robert Johnson*, the pride of the Schedule Department, is after *John Barry's* record. Bob's first daughter, Barbara Michele, weight 6 pounds 8 ounces, joined her three brothers on Armistice Day. . . *Mike dePineda* is hobbling around again with the help of a cane. . . . *Isabel Doherty*, *Helen Collins* and *Gerald Sheehy* are on the sick list. . . . The eternal sophmore, *Merlin Henry*, took in the Rose Bowl game. . . . *Norman Morgan* has returned to the Railway as a B210 in Personnel. . . . *Manuel Duran* is now doing all of the duplicating work for the Geary offices. (*Moe Stern's* stockroom has been converted into a duplicating room.) . . .

WASHINGTON-MASON DIVISION

The new general sign-up brings several new men to us and we wish them welcome. To those who have left us to try new barns, we wish them good luck and happy operation. . . . The past rainy days have been a trial to the members of the 20-40 club. It seems that the only time it rains hard is when the car is on one of the turntables, and many a raindrop has found its way down the back of a neck. This explains why the Jackson crews have that funny grin when passing the gate. . . . There is some talk of a salvage club being started around the diggin's. When more info is gleaned on the subject, we will let you know. . . . Who is the good-looking guy who keeps saying, "I have just left the most beautiful one in the world"?

Sherman Young has joined the staff of the Money Room as a general clerk.

UTAH DIVISION

We are elated over the safe return of Operators *V. Calvert* and *Ed Johnson*, both of whom spent many active months with the U.S. forces in Korea. Also *Paul Clingingsmith*, recently discharged from the U.S. Marines after serving his time in the Korean war, is safely back within our folds and really has his nose to the proverbial grindstone attempting to make up for lost time. . . . The loss of our Division Superintendent, *George S. Lewis*, gave us all a jolt, but then one man's loss is another man's again. We all wish Mr. Lewis the best of luck and health in his new division. While on the subject, may we extend to Superintendent *Ralph Straun* a hearty welcome to the Utah Division. . . . Operator *A. J. Parfitt* amazed us all by growing a goatee beard, then appeared quite suddenly without his bewhiskered chin. It was rumored that the goats around 24th and DeHaro took a liking to our boy, Austin, and followed him into the Division. . . . Congratulations to Swing Dispatcher *"Bill Hutch" Hutchison*, who became the proud grandfather of a baby boy; also proud pappy to a white faced calf which, he claims, Santa Claus left on his ranch in them thar hills. . . . Since *Frank Cullen* received his new camera for Christmas, everybody around here has had his picture taken for gratis. . . . Congratulations to Operator and Mrs. *John Santos* on the recent arrival of a new baby girl; congratulations also to Operator *Paul Jackson* and his new bride. . . . Operator *Charles Mixco* caused much anxiety over the recent holidays. Charlie was found amongst the prune orchards of Santa Clara County. Prune picking is Charlie's favorite vocation.

Crippled Children Need YOUR Help

So many handicapped children need proper medical care and special training. Every penny you give will help! All these youngsters want is a chance to grow up straight and strong — to become useful happy citizens.

The 18th Annual Easter Seal Appeal takes place between February 25th and March 25th.

So lend a hand, won't you? Help crippled children.

GEARY DIVISION

We have two new television stars: Collector *Joseph P. Sullivan* and Operator *Robert C. Jones* (from Ocean Division but currently working out of this division). They were interviewed on Del Courtney's show. They chatted about Municipal Railway matters and amusing incidents that hape happened to them. Both were extremely nervous before they went down to the show, but were enthusiastic after it was over. . . . The men of Geary and Presidio Divisions are very proud that *Lilburn B. Delaney* was chosen as the new "Muni Man of the Month." Operator Delaney was pretty thrilled about it. . . . The Special Instructors have been very busy breaking in the men for the big change-over that went into effect on January 21st. . . . It sems as if *Max Cohen* is sorry that he transferred away from Geary Division for there are a lot of new Collect jobs here, and it is much closer to home. . . . Conductors *Joe Cerri* and *Charley Wade* are waiting for their transfer to Receiver. It won't be long now. . . . We are happy to see *Wes Mason* back at the Geary offices after his stay at Potrero Division. Congratulations on the promotion, Wes. . . . It's good news that our three Dispatchers are staying with us

OUR SISTER UTILITIES

Welcome to *Harold Samuelson*, who is on special assignment from 45 Hyde Street to the 5th floor. . . . Best wishes to *George Fanning* and his staff, *Bill Wankowski* and *Marshall Moxom*, of the Photographic Department, who are moving to larger quarters at Geary car barn. . . . Good luck to *Doug Jordan*, the "effervescent" mail clerk who has joined Uncle Sam. . . . *"Flyboy" Lee Clark* phoned and said he is on his way to Texas for the Air Force. *Scotty Smith's* wife has opened a ladies' apparel shop on Cole Street. . . . Welcome to *Ann Weatherspoon* who is pinch-hitting for *Sir Robert Stackpoole Lewis*, the Match Cover King, while he's away on sick leave. . . . *Joe Oneto*, "Contemporary Artist," is back on the job feeling better and with more prize money in his pockets. . . . *Seiko Yakahi* is mighty proud of that new Studebaker. . . . We're all sorry to hear that we'll be losing *Larry Degnan* and *Les Stocker* through retirement this month.

—*Boby Moyle*, *E. "Dutch" Dutcher*, and *J. J. O'Neill*. We are sorry to lose our ace relief Dispatcher, *Charlie Lasnater*, and hope that he will be happy at his new divisions.

LIST OF LINES AND DIVISIONS, EFFECTIVE JANUARY 21, 1951

GEARY (street cars):

*B	Geary
C	Geary-2nd Avenue
**N	Judah

GENEVA (street cars):

**J	Church
**K	Ingleside
**L	Taraval
**M	Ocean View

PRESIDIO (trolley coaches):

1	Sutter-California
3	Sutter-Jackson
4	Sutter
5	McAllister
21	Hayes
30	Stockton (former "F")

POTRERO (trolley coaches):

6	Masonic
7	Haight
8	Castro
9	Richland
22	Fillmore
33	Ashbury
41	Union-Howard

*Night coach from Kirkland Division.

**Night coach from Ocean Division.

WASHINGTON-MASON (cable cars):

59	Powell
60	Jackson

KIRKLAND (gas coaches):

2	Clement
19	Polk
31	Balboa
32	Embarcadero
39	Coit
44	Sansome
45	Van Ness
55	Sacramento
59	Powell Cable (temporary)
75	Legion of Honor (Saturdays, Sundays and holidays only)

UTAH (gas coaches):

15	Third
24	Divisadero
35	Eureka
42	Evans
47	Potrero
54	Southern Heights

OCEAN (gas coaches):

10	Monterey
11	Hoffman
14	Mission
16	Noriega
17	Park Merced
18	Sloat
20	Ellis
23	Crescent
25	Bryant
26	Daly City
27	Noe
28	Alemany
29	Visitacion
36	Miraloma
37	Corbett
40	Depot-2nd Mkt
43	Roosevelt
48	Ingleside Taraval (K and "L" night coach)
50	Geneva
51	Silver
52	Excelsior
76	Broadmoor
77	Industrial
78	30th Avenue
79	Golden Gate Heights

SAFE DRIVING

(Continued from page 5)

Dewey Novak, William Ochoa, James O'Connor, John O'Connor, Timothy O'Connor, Daniel A. Oleary, Earl J. Oleary, Joseph Oliva, Euel Oliver, Andrew W. Ollison, Andrew J. Olsen, Harry A. Orcier, Lloyd W. Osburn, Demetrios Palavos, Charles M. Parish, Julius P. Paslin, Braxton Patterson.

Raynard Patterson, Andrew N. Payne, George Pechina, Victorino Peoro, Eugene H. Perry, Paul I. Perry, H. D. Person, Lynn M. Peterson, Frank D. Petiti, Gaynor L. Pettus, Rodney A. Phillips, Emil J. Pieroni, Leo L. Pointer, Robert W. Pomeroy, Benny J. Pope, Roberto Portillo, Charles Ed Price, Brondell Quinn, Charles V. Quinn, Jacob R. Guistad, Joseph F. Radovich, Martell Randall.

John Joseph Regan, (1); John Joseph Regan (2); Nick P. Revello, Oscar W. Reynolds, Abraham Reznik, Guidi J. Ricci, B. Riordan, Glen B. Roberts, John E. Roberts, L. J. Roberts, Anthony Robinson, F. Rodriquez, James J. Rodriquez, James P. Rogers, John T. Rogers, Jr.; J. V. Roundtree, Michael A. Rowan.

Cornelius Rulison, Eugene E. Rushing, C. J. Sarcander, Mike S. Sares, Manuel T. Saunders, T. J. Scarbino, John Schaumleffel, Lloyd E. Schloegel, Armand Schlueb, W. F. Schneider, G. Scialance, Alfred W. Seltzer, John C. Sheehy, Lorin Silleman, Frank Silveria, Joseph W. Simien, Charles H. Simmons, Frederick W. Simon, R. H. Simpkins, Bert Simpson, Joseph Siniggiani, Robert G. Smart, Albert J. Smith, Charles E. Smith, David E. Smith, Edward J. Smith, Lloyd A. Smith, Raymond J. Smith, Wm. J. Smith, George C. Sorg.

Nathan Sowle, Paul F. Sperber, Clyde J. Spillane, George A. Steadman, Antonio Stefani, Henry W. Stephens, E. M. Stephenson, Frank Sterbank, Jr.; D. K. Stevesnon, L. A. Stewart, Martin J. Stihl, Armand St. Jean, Steve Stojanovich, August Stoltz, John M. Stoop, Edward L. Strong.

H. Stubblefield, Jr.; Demetris Sulliotis, C. J. Sweet, Jr.; Andrew E. Tanner, George E. Tanzer, Arthur Taylor, Jr.; Robert J. Taylor, Ernest A. Teupel, Frank L. Theis, Earlie S. Thomas, Moses M. Thomas, Ernest V. Thompson, C. W. Tighe, Jr.; A. W. Todhunter, Martin N. Tom.

Raymond K. Tompkins, James J. Treanor, Lawrence M. Tubbs, John M. Tucker, Delg Paul Tufo, Raymond M. Tulich, Adolph Ungaretti, Edward R. Unger, Johnnie C. Vaughn, Peter P. Velasquez, Emil A. Verlatti, James Verducci, Kenneth B. Vernier, Ludwig E. Vorpahl, Otto D. Wade.

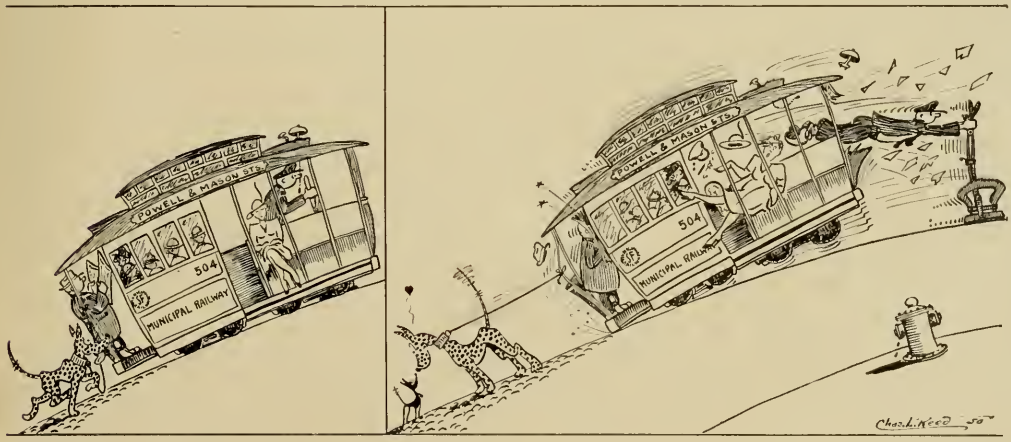
Andrew E. Walsh, Edward P. Walsh, Ellis M. Ward, Ernest M. Washington, Alexander M. Weems, Arthur Wells, Jr.; Therman H. Wells, Alvin Whitaker, B. H. White, Jr.; Samuel Whitehead, Emmett Whittle, C. E. Wickett, August A. Wiedl, W. O. Wielland, Louis A. Wilbrand, Columbus Williams.

Jessie Williams, Paul Williams, Reece C. Wimmer, John J. Windrow, Walter A. Woodard, Marvel O. Wren, Glen Dale Wright, Alfred D. Wylie, Julius F. Young, Tom Alan Young, Walter Young, Jr.; T. Zaragoza, Lewis W. Zimmerman, F. J. Zitzelberger, Cosmos P. Zizak.

Railway Employees on Military Leave

Below are the names of Municipal Railway employees who have left us to enter the Armed Services during the past few months. We wish them the best of luck and hope they will be back soon.

Name	*Classification*	*Branch of Service*	*Entered Service*
V. E. Albright	Kirkland Operator	Navy	1- 3-51
Robert P. Bulman	Ocean Operator	Navy	12- 9-50
George Fernandez	Kirkland Operator	Army	1- 2-51
Edward George Sell	Ocean Operator	Army	1-23-51
Raymond Garcia	Utah Operator	Army	1-23-51
Lemuel L. Hadaway	Ocean Operator	Navy	11- 7-50
Sylvan P. Hopkins	Ocean Operator	Navy	1-19-51
Tony A. Medina	Kirkland Operator	Army	1-23-51
Philip Edward Pate	Ocean Operator	Navy	12-11-50



Sutter and Stockton Streets Get 82 New Trolley Coaches in January Conversion

More frequent service has been provided on Sutter and Stockton Streets as a result of the conversion on January 21st.

The new No. 30 line on Stockton Street has 41 trolley coaches in operation during the peak hours as compared to 26 street cars. On Sutter Street, 41 trolley coaches are replacing 36 motor coaches of the No. 1, 3 and 4 lines.

As in all of the Railway conversions, there were some schedule delays due to confusion over loading zones and minor mechanical difficulties with the overhead wiring. There was also the inevitable handicap of inexperience—new operators driving new routes with new equipment — which only time would correct. It took a few days for both operators and passengers to become accustomed to the new operation, but on the whole, the changeover was accomplished smoothly.

Other changes made the same day included the establishment of a limited stop service on the No. 2 motor coach line east of Presidio Street and the changeover of night service on the "N" line and on the outer portions of the "K" and "L" lines from street car to bus.

TROLLEY TOPICS

Vol. 6 FEBRUARY, 1951 No. 2

CITY & COUNTY OF SAN FRANCISCO
Elmer E. Robinson, Mayor

Published under direction of the
PUBLIC UTILITIES COMMISSION

Philip F. Landis, President
Sam McKee — Victor S. Swanson
Edward B. Baron — Donald A. Cameron

Adeline Svendsen, Editor
Charles L. Reed, Artist
Marshall Moxom, Photographer

REPORTERS

Jim Lewis — John Whitney
John Hurst — Ken Howard
Jim Bittles — Marie Jackicich
Emery Dutcher — Vic Peterson
Joe Kennealy — Dolores Shea
Jim Leslie — Mary Swinney
Dick Griffin — Elven Whelpley
Harry Franklin — Jack Wehren

Address communications to 1345 Turk St. San Francisco 15, Attention Editor

The first trolley coach on Sutter Street was loaded with dignitaries including various Railway and Public Utilities Commission officials, representatives from the Bureau of Engineering, and visitors from the National Safety Council. The trial run took place on January 12th, nine days before actual operation started. Left to right are R. B. Hanson, Duke C. Ormsby, Tom Irwin, Harry E. Cooley, Albert Littman, Ray Hayton, W. R. Mason, G. W. Evington, Iver C. Larson, Bress Corley, Lou Perrin, Clarence Lahey, Charles D. Miller, Earl F. Campbell, Paul J. Fanning, J. H. Turner, Bill Ratto, Philip F. Landis and Col. Marmion D. Mills.

TROLLEY TOPICS

MUNICIPAL S.F. RAILWAY

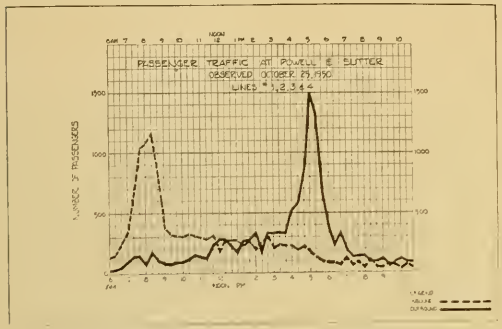
CHAS. L. REED

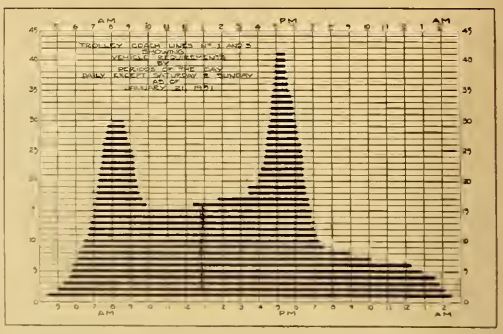
ume 6 MARCH, 1951 Number 3

"Those Five O'Clock Traffic Blues"

THOSE FIVE O'CLOCK TRAFFIC "BLUES"

PEAK HOUR TRANSIT PROBLEM STUDIED BY DOWNTOWN ASSOCIATION
INFLUENTIAL GROUP SUGGESTS "STAGGERED HOURS" PLAN TO EASE CONGESTION





The two charts shown above provide a graphic explanation of the peak hour traffic problem. The chart at the left shows passenger traffic as observed on the Sutter Street lines, which are typical of the entire Railway. The passenger load, which averages about 300 per hour during the early afternoon, jumps sharply to 1500 per hour at 5:00 p.m. The chart at the right shows the vehicles in use. Even though there are two and a half times as many vehicles available at the peak, they are not adequate for a passenger load which increases to five times normal size during the peak period.

There just aren't enough vehicles or sufficient street space in San Francisco to permit every person who wishes to do so to ride home at 5:00 p.m. Municipal Railway street cars and coaches are strung together in a long chain during the peak hour. Automobiles move practically bumper to bumper.

Yet there are still many persons who cannot be accommodated at all at this time of day. And those who are fortunate enough to get transportation face countless delays due to traffic obstacles.

Nobody likes to be caught in the peak hour traffic jam. But, in the case of most persons who work in the city, there is very little chance of avoiding it.

Now the Downtown Association, whose membership includes almost every business located in the downtown area, is attempting to organize a program that will help greatly in solving the problem. If this program is successful, it will be to the utmost benefit of every citizen of San Francisco.

The Association is sponsoring a movement to induce employers to stagger the working hours of their employees. Instead of many thousands of workers all starting for home at the same time, the various firms would release their employees at intervals between 4:00 and 6:00 p.m. This would simplify the congestion problem considerably and give the transit system an opportunity to carry many more passengers in much greater comfort.

The staggered hours program was adopted by many large cities during

Members of the Downtown Association are performing an important public service in sponsoring the staggered hours plan. Officials of the Association met recently with Railway executives to discuss the program as it effects the transit system. Left to right are Thomas Gray, Manager of the Association; Col. Marmion D. Mills, Transit Consultant to the Public Utilities Commission; Wheelock H. Bingham, President of Macy's, who is also President of the Association; S. Walter Newman, President of Charles Brown & Sons and Vice President of the Association; Harvey Hancock, Public Relations Counsel, who is a Director of the Association and a member of their Traffic and Transportation Committee, and William H. Scott, General Manager of the Municipal Railway.

war time, and its worth was proved beyond question. San Francisco, too, gave it a partial trial, and the concerns who participated found it very successful. Employee acceptance was high because of the travel time saved and the greater convenience.

The crux of the transit problem locally is graphically illustrated in the two charts on page 2. The first chart shows experience on the Sutter Street lines wherein the passenger load jumps from about 300 passengers per hour at 3:30 p.m. to about 1500 per hour at around 5:00 p.m., with the most critical period being between 4:40 and 5:20 p.m. The second chart indicates that although the passenger load increases five times, the number of vehicles available increases only about two and one-half times, or from 15 to 40 units.

Experience on other lines is comparable. And there is no way in which the Railway can increase service to meet the peak hour demands.

"It is simply beyond the power of the Railway to move the tremendous numbers of people during the peak hours with any degree of comfort," J. H. Turner, Manager of Utilities, has declared. "Even if unlimited finances and manpower were available to the Railway management, there could be little improvement because of the physical lack of space to put more vehicles in the downtown area."

It's not an encouraging outlook for those who depend upon the Municipal Railway for transportation. And the situation will probably grow worse rather than better. Defense preparations will bring more and more workers and military personnel into this area. Use of private automobiles may be again restricted. The Railway also faces the usual wartime shortages of manpower and equipment.

With this picture in mind, the Downtown Association is conducting a campaign to acquaint San Franciscans with the problem. As a preliminary step, the Association has sent a questionnaire to all the big business firms in order that they might express an opinion regarding the feasibility of a staggered hours program. Already some firms have indicated their interest and willingness to cooperate.

Further studies will be made before any final plan is formulated. The success of the plan will depend, of course, on the degree of public acceptance.

(Continued on page 4)

What a Whale of a Difference One Hour Makes!

The photographs on our cover were taken on a Monday afternoon between 5:00 and 5:20 p.m. The pictures on this page were taken the same day about an hour earlier. Even on a Monday when the peak crowd is lighter than during the rest of the week, the contrast is pronounced.

In the picture above taken on Market Street just below Fifth, the clock shows 4:10 p.m. At this hour there are comparatively few automobiles, traffic moves freely, and the passenger load is light. The picture below taken at the foot of Geary Street shows a similar situation. A comparison of these photographs with the ones on our cover shows how much San Franciscans would gain in comfort and time-saving if they could avoid the peak hour traffic. This applies to riders both in automobiles and public transit vehicles. Adoption of the staggered hours program would help a great deal in solving the congestion problem.

STAGGERED HOURS

(Continued from page 3)

It is encouraging to know that the employees in one State office have themselves petitioned for a change in working hours so that they might avoid the transportation peak. If this attitude is widespread and the employees in all concerns become aware of the advantages of the staggered hours plan, adoption of the program should be relatively easy.

The plan has received enthusiastic approval from the Police Department and various city officials. The newspapers have also given their support. A recent editorial in the San Francisco Chronicle compared downtown San Francisco during the peak hour to a "huge jug pouring out its human contents through a small neck."

If we can stretch that bottleneck, it will do a great deal to alleviate one of San Francisco's major problems.

BETTER WORKING HOURS WOULD BE ENJOYED BY MUNI OPERATORS UNDER STAGGERED HOURS PLAN

The staggered hours program would be a great boon to Railway employees. Instead of requiring a large number of trippers for only an hour or so, the proposed system would utilize fewer men working longer periods. A much greater number of desirable runs would be available.

One of the main problems that the Schedule Department has faced in making up runs has been the fact that our passenger load is so heavy at the peak hours and very light between peaks. Anything that can be done to level off those peaks and spread the load over some additional time will result in considerable improvement in working hours for our employees.

Therefore, every transit operator should be personally concerned in the outcome of the staggered hours plan. Each one can help by publicizing the plan among his own friends and family.

Let the public know how staggered working hours will benefit THEM — in greater convenience and saving of travel time.

Rush Hour Service Is Expensive Service

Most people think that the Railway makes a lot of money during the rush hours when the street cars are jammed.

As a matter of fact, it's the rush hours that cause the financial headaches of any transit system. If it were not for the requirements of peak service, the Municipal Railway would have a much better chance of making money.

Why? Because we would not have to keep on hand several million dollars worth of equipment that lies idle during 85 per cent of the day.

Transit vehicles make money only when they are on the street carrying passengers. During a great part of the day, only a few vehicles are needed. The rest are standing in the yards. Yet the costs of maintenance and depreciation go on inevitably.

Here in San Francisco we are furnishing a lot more service at the peak hours than is economically sound practice. It certainly would not be feasible to add more vehicles even if the streets could accommodate them. Yet patrons continue to complain of insufficient service.

However, there is one solution that would help to solve the deadlock. That is the staggered hours plan now being advocated by the Downtown Association.

If business organizations and their employees would agree to a more flexible schedule of opening and closing, then the morning and evening rush hours could be spread out over a longer period. Then there would be enough buses and street cars to handle all passengers without long delays.

The staggered hours plan would also provide a welcome improvement in the traffic situation. When transit vehicles can move freely through the streets, not only does the passenger get a faster and more comfortable ride, but our vehicles can make more round trips and thus provide additional service without any increase in equipment investment.

The equipment shown in this picture of Potrero trolley coach yard represents an investment of about two million dollars. A modern transit vehicle costs around $20,000. In order to pay for such equipment, full or near-full passenger loads must be carried all day long. Obviously, the vehicles lying idle in our yards for 85 per cent of the day are a heavy financial liability. If the rush hour peaks were leveled off through the use of the staggered hours plan, the Railway would be able to handle passengers more comfortably in fewer vehicles.

The statistics which have been compiled by Colonel Mills and our Superintendent of Traffic, David D. Canning, were of great interest to the members of the Downtown Association. Here Mr. Hancock and Mr. Bingham study the charts as Colonel Mills explains some of the difficulties which the transit system faces due to extreme peak hour loads.

UTAH DIVISION

Congratulations to Operator and Mrs. *Joe Hawver*, who were blessed with the arrival of a new baby girl. Papa Joe, by all accounts, has been suffering from the ordeal, but mother and baby are doing fine. . . . Operator *Joey Fay*, member of the Muni Drum and Bugle Corps, spent his recent vacation in and around the Twin Peaks area, where many of the residents complained about loud bugle calls early in the morning. . . . Operator *Frank Marshall Jr.*, and his worried look have parted company. Frankie is now the proud papa of a bouncing baby boy whom he displays to everyone possible because he thinks the baby looks like him. But we have other opinions, and congratulations to Mrs. Marshall. . . . Operator *Elmer Ludlow* has been promoted to relief fare box reader, which helps him in his training for any forthcoming foot races. Elmer was seen doing the hundred yard dash in nothing flat. Maybe there's method to his madness. . . . The good-looking blonde escorted by Operator *George Martensen* has everyone interested. Some say it's wedding bells in the near future for Utah's most eligible bachelor. Others say it's the beautiful new Hudson that Georgie drives. . . . Operator *Don Embleton* has taken up a new vocation. Could it be Real Estate or Paperhanging? . . . That handsome operator from Utah Division whose picture appeared in last month's TROLLEY TOPICS is none other than *Haynes Vance*, who says he's going to keep right on giving super service to his customers even if he never wins the award — which we think is a mighty fine resolution. . . . The Muni Railway softball team is now reorganizing for the current season. Those interested in joining may contact Operator *Don Embleton* of this Division or any dispatcher on duty who will release Don's phone number. Other officers of the team are *Julius Silverman*, Manager, and *George McCreary*, Coach.

All Transit Operators Should Spend a Few Hours at the Complaint Department

We were impressed by the logic shown in a safety bulletin published recently by a transit firm. Here it is:

"We wish it were possible for every operator to spend at least one day answering calls in the company's information and complaint department. We'd almost guarantee that if this could be done, our complaints would be reduced instantly to an absolute minimum.

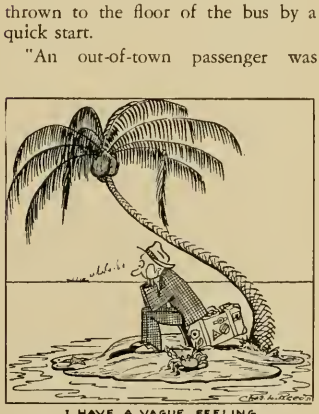
"For the sad part of it is that a great majority of the complaints we receive are due solely to carelessness on the part of the operators.

"Here are a few examples—

"A business man was passed up.

"An elderly woman was almost thrown to the floor of the bus by a quick start.

"An out-of-town passenger was given incorrect information by an operator, and left the bus far from his intended destination.



I HAVE A VAGUE FEELING
THE BUS DRIVER MISINFORMED ME

"A woman was given a curt, discourteous answer to a question that should have been answered promptly and courteously since it dealt with our operations.

"A passenger received a sarcastic wisecrack because he was slow in boarding the bus, when his slowness was due to a crippled leg about which he was sensitive.

"Just read the record again . . . one day's crop of the complaint department. Five customers were made unhappy . . . five people who will automatically join the rank of our most severe critics whenever they have an opportunity to criticize. Five people who had every right to expect courteous, dependable service from us, since that is what we promise the public. But instead they received just the opposite.

"We think you will agree . . . in every case, plain carelessness on the part of an operator was to blame. And we all know that carelessness has no part in the operation of our company."

The article quoted above can be applied directly to our own complaint department. If our operators ever spent a few hours there and learned of the hurt feelings and resentment that are caused by carelessness, our complaint figures would soon go into a decline.

FIFTH "MUNI MAN" PRIZE AWARDED TO WALTER E. STONE

LOADER AT FOREST HILLS STATION CHOSEN FOR OUTSTANDING COURTESY

Walter E. Stone, a starter at the Forest Hills station, was named fifth winner in the "Muni Man of the Month" contest. He received a $50.00 award donated by the transit advertising firm of Fielder, Sorensen & Davis. Mr. Stone's never failing courtesy which prompted many people to commend him, as well as an official commendation from the Miraloma Park Improvement Club, clinched his selection over the 724 other nominations in January.

Forty-six years old, Mr. Stone and his wife have two sons, Harold and Leonard, both of whom are attending college. His experience with his sons apparently gave him the proper "touch" for dealing with college students, as several of his commendations came from students at City College.

Mr. Stone is a veteran railroader, starting with the Municipal Railway in 1926. He worked both on street cars and coaches for over 20 years and had one of the best safety records ever made in San Francisco. At the same time he received countless commendations for his courteous and helpful manner. He took over his present collecting duties three years ago much to the dismay of the Accident Prevention department, who like to keep such safe men as Mr. Stone in an operating capacity.

Previous winners of the "Muni Man" awards were Francis F. McManus, Potrero; George Glassford, Kirkland; Delg Paul Tufo, Utah; and Lilburn B. Delaney, Presidio.

The list of those commended during the month of January follows:

Geary

Clifford J. Bible, Gerald M. Bidgood, A. H. Caloudis, Albert A. Deichler, C. E. Edwards, F. W. Eigenman, Earl J. Hruska, James Kelly, Homer F. Lemmon, Antone T. Marelich, James J. O'Brien, Frank Orsi, Nick S. Papadakis, Joseph Sabato, Edward Schulman, Antonio Stefani, Billy Ray Todd and Wm. H. Wilson Jr.

Geneva

Ashby Anderson, Joseph J. Cook, Mabel R. Day, E. W. Jacobsen, Thomas D. Kelleher, James Leahy, Gaston P. Lebrun, Eugene Mason, Edward A. Miller, E. Nuhn, Frank A. Offen, Conrad Petrucela, W. W. Reinhardt, Roy Howard Sears, Demetry Theodos, William C. Vogel, William Walsh, John F. Ward, and Cosmos P. Zizak.

Kirkland

T. A. Arditi, Leslie Arnold, Frank Aschbauer, Edward V. Barnes, Frank A. Barone, Alfred E. Barth, Charles Benton, E. D. Boschetti, Silvio Chiosso, H. A. Corron, Leroy Daigle, Antonio DiCarlo, Neil J. Doherty, G. J. Fernandez, John W. Fields, James J. Fitzpatrick.

J. F. Geary, Vincent Groves, Leroy Hancock, Melbourn G. Heimsoth, William G. Hines, Daniel B. Howard, George A. Hurlbut, William G. Hynes, Charles O. Johnson, Elmer C. Johnson, Edward S. Jones, Paul Jones Jr.

Merle M. King, Hyman Klezmer, George Martin, John J. McDonagh, George Albert Moe, Russell W. Murray, Paul H. Nathan, Marvin E. Otto, Julius P. Paslin, Denie M. Plante, Wil-

The group surrounding Walter Stone seems almost as happy about his good fortune as he is himself. After receiving his $50 check from Harrison Davis of Fielder, Sorensen & Davis, Mr. Stone was congratulated by some of those present at the ceremony. Left to right are J. H. Turner, Manager of Utilities; Iver C. Larson, manager of the local chapter of the National Safety Council; Mr. Stone; Paul Coburn, director of the Motor Transportation Bureau of the National Safety Council; Mr. Davis; Frank Davin, editor of the National Safety Council's Public Safety magazine, and Paul J. Fanning, director of the Bureau of Personnel and Safety.

The prize-winner beams as he receives congratulations from "the boss." Division Superintendent J. E. McDevitt, who is telling Mr. Stone how proud and pleased he is about the award.

bert E. Randall, J. V. Roundtree, Manuel Sanchez, T. J. Scarabino, Melvel Simpson, James A. Tarver, Walker Thomas, Clyde J. Vassar and E. P. Walsh.

Ocean

A. E. Anderson, Russell Barnett, C. J. Barnett, Joseph J. Barbera, Herbert Bernhard, R. A. Blanquie, Clarence Bonaparte, C. Brandenberger, Joseph F. Brechwald, William C. Brewer, Freddie Brown, George Buell, Will F. Carey, Eugene J. Carli, Earl Castillo, Harry A. Catchings, Harry L. Cedusky, P. W. Clingingsmith, Peter S. Colla.

Henry L. Cologne, Ross D. Craig, George W. Cushing, Leroy F. Denyes, Joe C. Duarte, Charles E. Ehrhorn, J. W. Everman, Kenneth A. Finnis, Arthur J. Franke, C. C. Frey, John L. Futch, Harry J. Garabedian, John N. Gentile, Ellias P. George, Jose A. Gomez, Elbert L. Goodsell, T. W. Gowanlock, Tino D. Granucci, Lake O. Green, Arthur G. Gunner, Frederick T. Gyde.

Lemuel L. Hadaway, William H. Hage, George W. Hanna, Leonard T. Hart, Phinus Q. Hawkins, L. E. Herbstritt, Robert Lear Hill, Henry L. Houston, Luther E. Howard, Charles R. Hunter, David Islowitz, Adam Jackson, Angels Johns, Noel D. Johnson, Justin Jutus Jr.

Marvin Kimber, Oram S. King, William E. King, Frank J. Latrouel, Edward John Long, Charles Loving, George I. Mattson, Stanley McEvoy, Robert J. McKeever, William Michelini, Alfred I. Nelson, Edgar Newlon,, Joseph F. Noga, William J. O'Neill.

Willie H. Payne, A. J. Pisa, Leo L. Pointer, Peter Reilly, Cesare Restani, Italo Rossi, William E. Ruhe, Cornelius Rulison, Ariel C. Samuels, Manuel T. Saunders, Edward G. Sell, Frederick H. Shere, R. H. Simpkins, Joseph Sinigiani, Walter Stone, John Elmer Tomola, Bruce C. Turner, John J. Windrow, Paul L. Young, and Anthony J. Zgraggen.

Potrero

Anthony J. Allaria, James R. Anderson, James Appleberry, Ricardo C. Aragon, Robert Bailey, Luree A. Baker, N. J. Bergounous, Otey N. Cannon, Lee Carroll, Francis J. Carsner, Charles Cassayre, Harold E. Curry, James E. Daniel, James Davis, John Deasy, Fred I. Dolin.

Lee S. Falls, Raymond Fontaine, Joseph Gianetti, Jesse B. Griffith, Chester L. Hamm, Eddie Havens, Ophia E. Hicks, Francis B. Howe, Harold G. Hunt, Emmett Jackson, George A. Jackson, George D. Jacobs, Henry A. Lampe, Emmet F. Lavin, Norman Long.

Frank W. Marlowe, Joseph Montaleone, Melvin Montgomery, Edward J. Mullane, Carl L. Mullins, Paul Perry, Joseph W. Simien, David E. Smith, Charles D. Sprague, Moses M. Thomas, Kenneth Vernier, Jesse L. Ward Jr., Robert P. Williams, and Walter Young Jr.

Presidio

Thomas D. Akers, Roy O. Anderson, Guido Aschero, Luckey E. Bailey, Branson K. Barnes, Samuel Barone, John J. Boles, P. J. Browne, James J. Brackett, Fred B. Buckner, Wm. J. Butler, Mike Carpine, Cecil Coghlan, Fred R. Cunningham.

Lilburn B. Delaney, Raymond W. Denman, Voris Derryberry, Kee G. Dong, Claude Elliott, Gordon H. Fendel, Daniel N. Flecher, Clifford Franklin, Ernest Furness, W. J. Gillette, Harry L. Gordon, Willie Lee Green.

Paul Harband, Harry L. Harrison, George E. Helmel, Anton Wm. Hettrich, Ezra C. Holford, T. S. Janes, David Jones, Donald Jones Sr., Thomas B. Lee Jr., Louis K. Levy, Henry R. Lind, Joseph A. Logasa, Joseph McCowan.

L. H. Pfeiffer, T. R. Poulson, Murl E. Redden, Hugh E. Roberson, Charles J. Schmidt, Jack Sherburne, Arthur Taylor Jr., Daniel J. Twomey, Edward F. Wall, Howard C. Welch, Paul R. Willbanks, Abner J. Wilson, and C. J. Wilturner.

Utah

Bruno Antoni, W. L. Atteberry, Ben C. Baxter, John L. Bechtold, Alfred A. Blevins, Eli P. Chase, Benjamin F. Church, Cleo C. Cox, Wm. T. Dunleavy, Henry J. Engelbert, Wm. C. Gaines, Raymond Garcia, Joseph L. Gollob, Henry Gray Jr.

Charles F. Hanneman, Clyde E. Hardin, Charles H. Jackson, Warren D. Lewis, Talton Love, Kenneth E. Maxwell, Eugene W. McIsaacs, C. J. Miller, Samuel B. Noel, Morris Newman.

Edward J. Payton, Lynn M. Peterson, Jack J. Poulou, Brondell Quinn, Nick P. Revello, Henry Rodriquez, P. J. Ruggiero, J. Schaumleffel, W. F. Schneider, Delg Paul Tufo, Haynes E. Vance, Peter P. Velasquez, Arthur Vittori, Charles F. Wagner, and B. H. White Jr.

Washington-Mason

Mary Alice Ball, Francis J. Carsner, Elmon E. Goodson, Elmer D. Grant, Orin E. Harder, George W. Lessane, and Samuel McDaniel.

Mary Alice Ball

Samuel Barone

Arist H. Caloudis

Nick P. Revello

Manuel Sanchez

Abner J. Wilson

EXCELLENT RECORDS MADE BY FINALISTS IN JANUARY CONTEST

The men who were selected as finalists in the January courtesy contest may feel that "A miss is as good as a mile" as far as winning the $50 is concerned. However the winner, Mr. Stone, was a runner-up in a previous contest, and anyone who rates high enough to be in the top 12 may "hit the jackpot" at a later date.

Out of the 724 commendations received during January, the following were chosen by our judges for their outstanding courtesy:

Mary Alice Ball

Mrs. Ball of Washington-Mason Division is a conductorette on the No. 60 Jackson line and has been with the Railway since November 18, 1942.

Samuel Barone

Mr. Barone, a trolley coach operator on the No. 1 Sutter-California line, works out of Presidio Division. He has been employed since June 15, 1939.

Arist H. Caloudis

Mr. Caloudis of Geary Division is a motorman on the "B" line. He has been employed almost 33 years, starting May 13, 1918.

Vincent Groves

Mr. Groves is also a motorman on the "B" line working out of Geary Division. He is a comparative newcomer to the Railway, having started August 9, 1948.

Luther E. Howard

Mr. Howard of Ocean Division operates a motor coach on the No. 18 Sloat line. He has been employed since June 28, 1921.

George D. Jacobs

Mr. Jacobs of Potrero Division is a trolley coach operator on the No. 6 Masonic line and has been employed since February 14, 1924.

Gaston P. Lebrun

Mr. Lebrun of Geneva Division is a conductor on the "L" line and has been on the cars for 29 years.

Joseph Montaleone

Mr. Montaleone is an old-timer with almost 34 years of service and appears on the "honor roll" for the second time. He operates a trolley coach on the No. 6 Masonic line from Potrero Division.

Nick P. Revello

Mr. Revello is in his thirty-third year with the transit system and is also making his second appearance on the "honor roll." He drives a motor coach on the No. 45 Potrero line and works out of Utah.

Manuel Sanchez

Mr. Sanchez of Kirkland Division, is a motor coach operator on the No. 19 Polk Street line. He has been with the Railway since August 1, 1947.

Abner J. Wilson

Mr. Wilson of Presidio Division, operates a trolley coach on the new No. 30 Stockton line. He has been employed since October 9, 1946.

Vincent Groves

George D. Jacobs

Joseph Monteleone

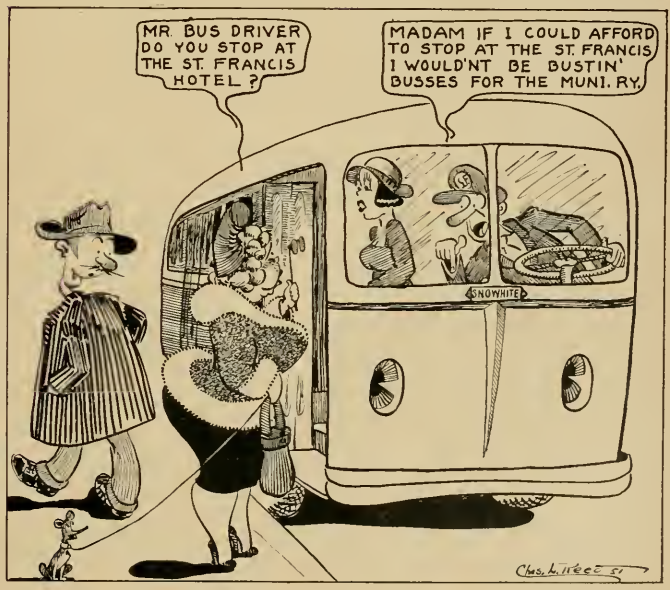
SHOP NOTES

Twenty-eight pensioners were guests of shopmen at their annual reunion banquet held February 10th. They were *Wm. C. Bendel, James J. Beatty, Fred Brostrom, Howard R. Bates, Pierre Basmaison, Randall Bell, Robert Clarke, George Coulman, Nick Crosby, J. C. Crosby, M. A. Daley, Wm. H. Davison, W. J. Dunn, Barney Farley, John Gaylord, Harry Hardesty, Ernest Hoffman, Robert Hussey, Herman Kesler, John Kullman, Wm. Lange, Mark McNealy, Frank Maggi, John Rand, Ed Settan, Randall Snider, Albert Tassi* and *Pat Ward*. This record attendance of retired employees was particularly gratifying to all those present. The pleasure of renewing these acquaintances and hearing the interesting tales of past service and experiences made the wish unanimous that more and more of these men would make it a point to attend future reunions. A number of gifts were presented to recently retired employees, and with the usual good spirit and cheer prevailing, a pleasant evening was enjoyed by all. . . . *Ed Hayes*, the new sensation among local bowlers, was presented at Elkton Shop with a framed City Employees' Bowling League score sheet depicting his stellar performance on the evening of January 29th. The presentation speech was appropriately delivered by Captain *George Nolan* while teammates stood by with hats removed in consideration for Liggett & Meyers Co. Ed states he gave up smoking just prior to launching his campaign for the major leagues. . . . The new "WARDEN SERVICE" sign over the entrance to Geneva carhouse puts the final touch on the work of preparing the offices formerly occupied by the Bureau of Personnel for use as a regional Civilian Defense headquarters. A lecture room and suitable office facilities have been provided for handling volunteers who are being solicited for this service. . . . Powerhouse Operator *Henry F. White* says that the bus operators aren't the only ones who can brag about Safe Driver Awards. He has a beautiful pin and certificate received for six years of professional driving without an accident.

SORRY!

We regret that captions were switched under the pictures of Harry B. Cohn and Henry L. Cologne, who were runners-up in last month's "Muni Man" contest. These men deserve high honor for their services to the Railway, and we are extremely sorry that their photographs were not properly identified.

Fortunately, they both look so good-natured that we have hopes that they will forgive our error.



OFFICE CHITCHAT

Clyde Onstot has been called into regular service with the Army Air Corps. Tech. Sgt. Clyde was honored recently by being chosen "Airman of the Month" by the 349th Troop Carrier Wing. Selection was made on the basis of "all around efficiency, initiative, devotion to duty and all attributes that compose the makeup of a good Airman." Congratulations, Clyde, and we all hope you'll be back with us soon. . . . *Violet Bahre,* Al Schirmer's Girl Friday, is the mother of a daughter, Bonita Marie, born February 7th. . . . *Frank Farrell* is leaving Trip Sheets to accept a call as a voting machine adjuster. . . . *Jacqueline Morgan* is temporarily assigned to the Geary Superintendent's office, and *Ethel Mullin* is helping out in the Claims Department on an NCS basis. . . . *Con Murphy* has been promoted to Tabulating Supervisor in the Health Service, and *Bill McCabe* has temporarily taken over Con's old position. . . . *Chris "Janie" Hnatusko* has taken a leave of absence from the Tab room and has joined her Air Corps husband in Utah. *Pauline Schmautz* has been recalled to fill Janie's shoes. . . . . The "Rose of Trolley," *Rose Lewis,* is taking an early vacation. . . . *Ruth DeCampos* is back at the Railway assisting in the Personnel Department. . . . *Marty Varella* has returned from military leave to take up his duties as a receiver. . . . At last reports *Jim Pagee* was over in Korea with the Marine Corps and was slightly injured in a jeep accident. . . . *Silvana Osuna* has resigned to be with her husband in the East. . . . *George Evington* is on the sick list, but we're glad to hear he is convalescing rapidly. . . . *Oscar Gruter,* Claims Investigator, has resigned and is opening a motel on the Redwood Highway. . . . *Herb Bloom* reports soon for active duty with the Army Air Corps. Herbie is a "tech sergeant," and was a tail gunner on a Liberator in the E.T.O. during World War II.

GARAGE EXHAUST

Dear Editor:

I naturally wanted to submit for your approval a column of light and stimulating folksy news about the guys and doings around the Garages. Had in mind to mention skeleton crews and the ravages of flu bugs and the resemblance of servicemen at Ocean and Kirkland to members of a Byrd expedition on a chilly day. And *Lin Lofstedt* clucking around the engine dynamometer installation like a mother hen. And elaborate on *Bill* and *Edna Ehni's* new sprout, William Jack. But by golly, there are just too many people around here with hearts saddened through recent loss of folks near and dear to stimulate rambling in a light vein. Fellows like *Ed Saunders, Pierce Welch, Bill Leary, Sam Stewart* and *Vance Kubli* have felt the sting of death and irrevocable loss of loved ones, and they certainly wouldn't be interested. And their co-workers who feel deeply for them and the sudden departure of our buddy Garageman, *Joseph Raphael McCarthy.* Joe had been with us since 1937 and a more willing, cooperative and industrious worker, respected and all-around agreeable guy couldn't be wished for. His shop mates miss him, and their sympathy for Mrs. McCarthy and the five youngsters is genuine. It was a pleasure and privilege to have known and worked with him. Vale Joe, Vale. These are the events that have come to pass and make it tough to report on doings with buses for this deadline.

Very truly yours,

VIC PETERSON.

Frank A. Barone

A BUS DRIVER'S DREAM

By

FRANK A. BARONE

Kirkland Division

Last night I had a funny dream, with me you will agree
For there I was with 20 hands, all working perfectly.
I had ten eyes instead of two, and could have used six more,
I looked just like an octopus from some fantastic shore.

The bus I drove was well equipped with many gadgets rare;
And everytime I made a stop, doors opened everywhere.
It was real fun on Market Street the way I breezed along.
I reached the Ferry Building "sharp" while humming a sweet song.

There was one trip at five p.m. which filled my heart with joy;
Although the bus was fully packed, it functioned like a toy.
The passengers got on and off without a wink's delay,
And I could see from every eye that that everyone was gay.

For many, many years to please the public I have tried,
But it had to be a dream to see each rider satisfied.

RETIREMENTS

Name	*Classification*	*Employed*	*Retired*
Charles John Bluecher	Geary Conductor	3-25-29	1-31-51
James V. Feeney	Powerhouse Operator	4-24-24	1-31-51
Louis A. Gordon	Geneva Motorman	9-29-17	2- 6-51
Robert Hussey	Sr. ERSM	12-20-37	1-17-51
George Lota	Geneva Motorman	10-10-17	12-30-50
Frank Meszaros	Geneva Motorman	8-27-28	2- 1-51
Mathew F. Montoya	Geneva Motorman	8-27-23	3- 1-51
Herman Szabo	Geary Conductor	9-23-12	2- 7-51
June Havens Wiser	Geneva Conductor	1-12-17	1-24-51

LINE DEPARTMENT

Star reporter *Ken Howard* has been on the sick list for some time. He suffered a serious injury to his foot, but we are all very happy to hear that he is getting along fine now, and hope it won't be long until he is completely recovered and back on the job.

FRIENDS PAY RESPECTS TO RETIRING ENGINEERS

Two Senior Civil Engineers with a total of 73 years of city service were honored on their retirement last month with a heartwarming testimonial dinner.

Leslie W. Stocker has spent 43 years in the engineering department. He has helped to plan and develop San Francisco's water supply system and has participated in the building of the Treasure Island Exposition, San Francisco Airport and other city projects.

Lawrence V. Degnan has, for the past 30 years, participated in the planning and development of San Francisco's transit system and has also worked on the Hetch Hetchy Power Project and the street lighting system.

A large gathering of public officials and fellow workers was on hand to show appreciation for the splendid achievements of these two men. Chairman Harry E. Lloyd introduced City Attorney Dion R. Holm, who acted as Master of Ceremonies for the affair. Axel O. Olson, Manager and Chief Engineer, spoke on behalf of the Hetch Hetchy Water Supply, Power and Utilities Engineering Bureau. Other speakers were William H. Scott, General Manager of the Municipal Railway; George M. Dixon, Manager and Chief Engineer of the San Francisco International Airport, and Philip F. Landis, President of the Public Utilities Commission.

Manager of Utilities J. H. Turner presented the gifts. The two retiring engineers then had an opportunity to respond to all the tributes that had been paid them, and both spoke movingly of the friends and memories acquired during their years of service.

Members of the committee who arranged the delightful affair were George D. Burr, Will B. Bushnell, Ethel C. Cullen, Maurice L. Dickinson, Ardean C. Dumbrell, May E. Fitzpatrick, Bernhard W. Grethel, Reinhold B. Hansen, William W. Helbush, Harry E. Lloyd, William T. McGovern, Axel O. Olson, Louis M. Perrin, Charles L. Reed, Fred L. ReQua, Wilfred A. Robison and John M. Woods.

OUR SISTER UTILITIES

Welcome to *Mabel Brudos* of the seventh floor Water Engineering office. . . . *Jay Hartman,* Engineer-Crooner, made his deut via TV. Very good, too. . . . *Bob Best* is having fun with his picture gallery. . . . *Bob Stern* is back with the BLH&P after spending about six months at Moccasin Power House. Too much traveling back to S.F. on the weekends. . . . Welcome to *Gloria Smith,* addressograph operator on the third floor. . . . *Ralph Frye* is now wearing Uncle Sam's browns and is stationed at Ft. Ord. He was called into the service on February 12th. The gang on the sixth floor gave him a nice farewell dinner and a beautiful watch before he left. . . . The retirement party for *Les Stocker* and *Larry Degnan* is being reviewed elsewhere in this issue. We just want to say "Goodbye and good luck" to a couple of swell guys. Everyone at Mason Street is going to miss them. . . . May we also express the sincere good wishes of all to *Forrest B. Gibbon,* Executive Secretary to the Manager of Utilities, who is also leaving us via the retirement route. His kindly manner has endeared him to everyone.

Today it is more important than ever to save all you can—instead of throwing more and more dollars into the spending stream and thereby bidding up prices and creating artificial scarcities. BUY U. S. SAVINGS BONDS regularly in order to safeguard your future.

Here is a section of the beautifully decorated speaker's table at the retirement party honoring L. W. Stocker and L. V. Degnan. Left to right are Mr. and Mrs. H. E. Lloyd, J. H. Turner, Mr. and Mrs. Stocker, Dion R. Holm, A. O. Olson, Mr. and Mrs. Degnan, Philip F. Landis, Mrs. Olson, Mr. and Mrs. G. M. Dixon, and Victor S. Swanson.

SYMPATHY

(We are sorry to report the deaths of the following fellow employees. Sincere condolences go to the families)

Joseph R. McCarthy, J66 Garageman at 24th Street, died suddenly of a heart attack on February 6th. He was only 41 years old, and left a wife and five small children. He had been with the Municipal Railway since 1937.

Charles E. Wheat, E124 Sr. Powerhouse Operator, died on January 2nd. He had been ill for some time although he was able to work until only a few weeks before his death. He was 50 years old and had been employed since 1927.

POTRERO DIVISION

Congratulations to Operator and Mrs. *Aaron Barskey*, who became parents of an eight pound baby boy on February 19th. Mrs. Barskey is the former motorette, Edwina Rouse. . . . Receiver *Charles Openshaw* has been in St. Francis Hospital, and we certainly hope that he will recover quickly from his illness. . . . Our former dispatcher, *Jim Bittles*, is now working at Kirkland Division and *Harry Franklin* has come from Sutro to replace him. The new afternoon dispatcher is *Al Strelesky* replacing *Bill Sharp*, who is now serving as relief dispatcher.

BUSES BEING PREPARED FOR USE AS AMBULANCES

The Municipal Railway's part in the defense program is an important one, and many of our department heads have been working closely with the offices of Civilian Defense in making plans for emergency transportation and evacuation.

The pictures on this page show another phase of the Railway's defense program — the conversion of coaches into ambulances. Earl Blake of the San Francisco Disaster Council and Charles D. Miller, Operating Manager of the Railway, cooperated in devising the set-up.

The installation is simple and consists of metal hooks with heavy canvas loops which will fit over the seat handles. Each bus will be able to carry eight stretchers, and the total cost of conversion will be about $12 per bus, according to Mr. Miller.

One of the advantages of the plan is the ease with which the coaches can be put into action when needed. The fact that coaches do not have to be taken out of service for costly alterations is another feature.

Civil Defense Director A. G. Cook has inspected one of the coaches and expressed his admiration for the plan. He predicted that other cities would copy it.

TROLLEY TOPICS

Vol. 6 MARCH 1951 No. 3

CITY & COUNTY OF SAN FRANCISCO
Elmer E. Robinson, Mayor

Published under direction of the
PUBLIC UTILITIES COMMISSION

Philip F. Landis, President
Sam McKee Victor S. Swanson
Edward B. Baron Donald A. Cameron

Adeline Svendsen, Editor
Charles L. Reed, Artist
Marshall Moxom, Photographer

REPORTERS

Jim Lewis John Whitney
John Hurst Ken Howard
Jim Bittles Marie Jackleich
Emery Dulcher Vic Peterson
Joe Kennealy Dolores Shea
Jim Leslie Mary Swinney
Dick Griffin Elven Whelpley
Harry Franklin Jack Wehren

Address communications to 1345 Turk St.
San Francisco 15, Attention Editor

The simplicity and practicality of the ambulance conversion program are demonstrated here. (Left) Foreman Carpenter Tommy Thomas and General Foreman Painter Oscar Larson are lifting one of the stretchers onto the coach. (Right) Mr. Larson relaxes comfortably on the stretcher which is suspended from loops over the seat handles.

TROLLEY TOPICS
MUNICIPAL S.F. RAILWAY
CHAS. L. REED

lume 6 APRIL - MAY, 1951 No. 4

WHY STAGGERED HOURS?

By DAVID D. CANNING, *Superintendent of Traffic*

(Editor's Note: The Down Town Association of San Francisco is sponsoring a campaign for staggered working hours in order to ease the flow of transportation during the rush periods. This program was discussed in last month's issue of TROLLEY TOPICS, *and we present herewith a follow-up article on the problem by an authority on transit scheduling, David D. Canning.)*

One time I worked in an office where we went to work at 9:00 a.m. and got off at 5:30 p.m. Then one day somebody got the bright idea of starting at 8:30 and getting through at 5:00 o'clock — something about having more daylight to work in the garden. I never did like to get up in the morning, but when I found out that I had sacrificed 30 minutes in the morning and only got home 15 minutes earlier than before, I really got burned up!

The reason for the slower travel time was that everybody, it seemed, including people who drove to work, tried to go home at 5:00 o'clock. For those of us who rode transit vehicles, there just were not enough to carry all of us without overcrowding. And the vehicles that were on the street couldn't get anywhere because of traffic congestion.

That was enough to convince me that some staggering of working hours should be put in effect. So I timidly suggested that maybe the sun-worshippers could get home even quicker by going to work at 7:30 and getting off at 4:00 o'clock. As for me, I knew I could make even better time later on in the evening and, in addition, could usually have my choice of seats. So I volunteered to stay until 6:00 o'clock. Nothing ever came of it, though. We just kept on overcrowding the 5:00 o'clock vehicles, taking 15 minutes longer travel time to get home than before.

Who Would Benefit

The natural question is, "Just who stands to gain and what other gains can be realized from a staggered hour program that spreads the evening peak travel over a greater length of time?"

Well, it seems to me that just about everybody stands to benefit in one way or another from such a program. Enforcement agencies, taxpayers, users of public vehicles, private motorists — they're all involved one way or another.

More efficient use of the streets will ease the burden of enforcement agencies and lessen the need for additional expenditures for added street space. Private motorists, with less in-

(Continued on page 2)

Market Street at 5:00 p.m. is jammed with slow-moving vehicles. Our equipment is running bumper to bumper, and still our patrons complain about insufficient rush-hour service. As long as several hundred thousand people insist on leaving the downtown area during the same brief period each day, they will continue to have transportation difficulties. Whether they travel by automobile or mass transit, the streets can only accommodate so much traffic during a given interval.

terference can certainly move faster. Operating expenses will thus be reduced.

But let's look at just what such a program can do for the majority of the users of the streets — those who depend on public transportation to take them to and from their places of business.

In addition to having travel time speeded up and less vehicle crowding, a plan of staggered hours that makes possible scheduling of more than one productive trip for the majority of the vehicles needed during the rush period, can result in a direct economic benefit to the users and, if the operation is not self-sustaining, to the entire community.

Vehicle Requirements

It all hinges on the number of vehicles required to do the job for, of the more than 60 accounts that go to make up the expenses of a transportation system, more than *half* the cost of providing the service falls into just two of these accounts. They are: the replacement cost of the vehicle and the manpower expense of operating it. This means that the matter of doing the job with the fewest possible vehicles becomes a mighty important factor in controlling costs and the necessary supporting rates.

The number of vehicles required to perform the service is governed by three factors:

1. The amount of time required to complete a round trip on the line.
2. The number of persons requiring transportation during that time interval.
3. The carrying capacity of the vehicle.

Say, for example, that on a certain line the round trip time between 4:30 and 5:30 p.m., is 60 minutes, that 600 people have to be moved during that time, and that the average carrying capacity of the vehicle is 60 persons.

It doesn't take much of a mathematician to figure out that 10 vehicles would be required and that they would have to be scheduled on a 6 minute frequency.

Fewer Coaches Needed

Now further suppose that through a program of staggered hours street traffic was speeded up to the extent that only 54 minutes were needed for a round trip. Ten trips would still be required, but the number of vehicles could be reduced to nine, or a saving of 10 per cent. Significant what a little speeding up of the vehicles can do, isn't it?

Let's go a step further and imagine that of those 600 people, 120 of them changed their hours so that they went home before 4:30 or after 5:30.

Disregarding any saving in running time, there would then be only 480 people to be moved between 4:30 and 5:30 requiring only eight vehicles instead of the 10 formerly needed — a saving of 20 per cent in the amount of equipment required. Since the time needed to make a round trip is 60 minutes, the persons who went home before 4:30 and after 5:30 could be handled by extra trips with the same eight vehicles.

To be more specific, on Sutter Street in order to move the outbound evening peak passenger load, 41 trolley coaches are required in the No. 1, 3 and 4 line service. That's because most of the rider demand falls within the short 40 minute period, 5:00 to 5:40 p.m.

Million Dollar Saving

Recent analysis reveals that if riding demand were adjusted to a wider time spread, although the number of trips required would remain unchanged, the total volume of passengers now carried between 4:00 p.m. and 6:30 p.m. could be moved with only 36 vehicles rather than the 41 now required.

David D. Canning

That alone is a reduction of about $100,000 in replacement costs for the number of vehicles saved. Not only that, if the same rate of reduction could be effected through the system the total would amount to more than $1,000,000 — a rather tidy sum even in these days when dollar signs don't mean much.

Any program of spreading closing hours over a sufficient period of time to realize the possibility of more efficient street usage and the resultant faster travel time, to secure a higher degree of efficiency in the use of public transit vehicles with less overcrowding, and at the same time to speed up the trip between office and home, is certainly well worthwhile.

Me? I never did get used to getting up a half hour earlier in the morning in order to get home 15 minutes earlier in the evening.

Savings Bonds are an ideal way of saving for future dreams — a home, car, college education for growing children, travel, or added retirement income.

Two coaches are coming in to pick up the passengers waiting in orderly queues at the corner of Mason and Tuck. Although loading is particularly fast at this zone and coaches follow one behind the other, people still have to wait for service during the peak hour. The staggered hours program would help to correct this situation by spreading the passenger load over a longer period of time.

MUNI LEADS NATION IN ACCIDENT REDUCTION; WILL RECEIVE AWARD

The spectacular accident reduction record of the Municipal Railway is receiving nationwide attention. The American Transit Association has announced that a Special Citation Certificate will be awarded "in recognition of the greatest improvement during the year in traffic and passenger safety among transit companies of the United States and Canada serving urban populations of 600,000 and over."

This news was forwarded by Merwyn A. Kraft, Secretary of the Committee on Awards for the A.T.A., in a letter to Paul J. Fanning, Director of the Bureau of Personnel and Safety. The Citation will be presented the latter part of May.

"I wish I could personally congratulate every employee who made this award possible," Mr. Fanning stated. "The operating personnel and the instructors deserve all the credit for this splendid achievement."

Accidents have decreased from a high of 13,006 in 1946 to 6808 in 1950. The total in 1949 was 8703 accidents.

WE'RE MERCHANTS, TOO!

TRANSPORTATION MUST BE SOLD JUST THE SAME AS HATS, SHOES OR GROCERIES.

The old-fashioned idea that *we* are not in the sales game and that transportation is merely a service on which the public *must* depend whether they like it or not, is rapidly being tossed out the window!

We're merchants just as much as the corner grocer — and our product is even more perishable than the fruit and vegetables on his stand! And we've got to polish up our product, advertise it and SELL IT just the same as the grocer.

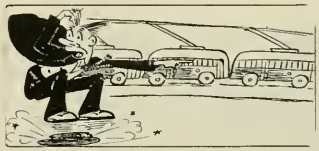
Remember, once we run a street car or bus down the street without picking up passengers, the opportunity to fill those seats and collect those fares is gone forever.

With the retailer, as with us, PUBLIC RELATIONS comes from employees PUBLIC CONTACT.

With us AVAILABILITY means a car or bus at the potential riders' corner at the time HE wants to go places.—*Kansas City Railwayan.*

SING A SONG O' TROLLEY BUS

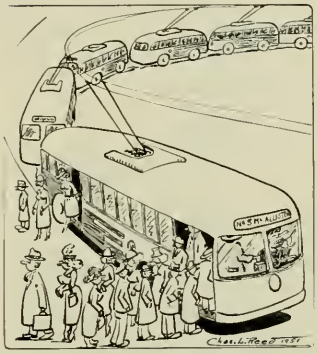
Taxpayer:



Sing a song of Tolley Buses, several in a row,

Tell me, Mr. Management, how can this be so?

Manager:



One little trolley bus, coming up for you,
Met some double parkers; then there were two.

Two little trolley buses managed to get free
Came across a traffic jam; now they number three.

Three little trolley buses, a crowd pours through the door
Preventing them from starting up; along comes number four.

Four little trolley buses, each humming like a hive
With heckles at the management, so here is number—aw, forget it!

(The above poem is by George W. Purser, City Traffic Engineer, who not only has a delightful sense of humor but is obviously keenly aware of the Railway's "bunching" problems.)

SYMPATHY

(We are sorry to report the deaths of the following fellow employees. Sincere condolences go to the families)

William O'Malley, Track Department driver, died suddenly on March 27th of a heart attack. The previous day he had worked as usual. He had been employed by the Market Street Railway since October 30, 1922, and was 56 years old.

Robert W. Turner, Geary Motorman, died March 17th after suffering for many years with an asthmatic condition. He was 65 years old and had been with the Municipal Railway since August 31, 1918.

Rudolph H. Witt, Geneva Motorman, died April 3rd. He had been on the sick list for several weeks before his retirement became effective on February 1st, and since then had been in the hospital. He was 70 years old and a Charter employee, having started with the Market Street Railway on June 14, 1920.

KIRKLAND DIVISION

What Inspector of the Kirkland Division can start out with 10 gallons of gas and end up with 12 and not put any more in? It seems the other evening Inspector *Clarence Coulson* parked his car at the yard and left it running from 9:00 p.m. until 3:00 a.m. when it was discovered by another Inspector who shut the motor off. When Mr. Coulson was told about it he remarked that there were 10 gallons in the tank to start with, and when he checked his gas before starting there were 12 gallons. Now, what we want to know is, what kind of gadget does he have to save gas like that? Let us all in on the secret, Mr. Coulson. . . . Operator *Leroy Hancock* has made the suggestion that we have a "Sell It or Swap It" column in TROLLEY TOPICS. What do the rest of you think of the idea? . . . We want to welcome *Charlie Lassater* as our new morning dispatcher. . . . *Elmer Maples* remains with us as afternoon dispatcher.

JOSEPH P. SULLIVAN WINS FEBRUARY "MUNI MAN" AWARD

COLLECTOR AT BRIDGE TERMINAL OUTSCORES OTHER CONTENDERS IN CONTEST

Sixth winner of the "Muni Man of the Month" contest was Joseph P. Sullivan, who is shown here with Philip F. Landis, President of the Public Utilities Commission. Mr. Landis is pointing to the space on the wall where Mr. Sullivan's picture will soon be posted, taking its place with the previous winners.

Joseph P. Sullivan, who greets thousands of commuters each day at the East Bay Terminal, was named last month as sixth winner of the "Muni Man of the Month" award.

The popular collector, who works out of Geary Division, served with the Navy in World War I. His 29 years with the Municipal Railway have given him the "know-how" to answer the barrage of questions which are a part of his daily work. Confused visitors from across the Bay find that he is a master at giving directions. His file in the personnel offices is bulging with letters of appreciation. "No matter how busy he is," writes one patron, "he always manages to roll out the 'Welcome Mat' to everyone who comes to San Francisco."

Manager of Utilities J. H. Turner announced that 929 commendations were received during the month of February. Others present at the ceremony in Mr. Turner's office were Philip F. Landis, President of the Public Utilities Commission; L. B. Sorensen of Fielder, Sorensen & Davis; Philip Johnson, President, and Iver C. Larson, Manager, of the San Francisco Chapter of the National Safety Council; W. R. Mason, Assistant Superintendent of Transportation; and A. J. Schirmer, Division Superintendent.

Previous winners of the award were Francis F. McManus, Potrero; George Glassford, Kirkland; Delg Paul Tufo, Utah; Lilburn B. Delaney, Presidio, and Walter L. Stone, Ocean.

The list of those commended during the month of February follows:

Geary

Alfred Aaron, Charles Otto Beck, Jeremiah Corcoran, Arthur J. Drouin, Theodore Hanges, Ivan L. Harness, James Kelly, Joseph P. Sullivan, Patrick Ward and C. E. Wickett.

Geneva

Ashby Anderson, Arthur L. Beese, L. C. Cristiani, Lloyd D. Dilley, Emil J. Ellren, Albert F. Flieger, William Grassi, Judd T. Jorgensen, Thomas D. Kelleher, John G. Lucas, William J. McGowan, Joseph Navarra, Earl F. Nuhn, Frank A. Offen, P. A. Piscitelli, James Carl Sawyer, Emma J. Shelley, William C. Vogel and William Walsh.

Kirkland

D. J. Alonzo, T. A. Arditi, Leslie Arnold, Robert Barr, Nelson L. Brown, John S. Bryant, William E. Burden, S. Chiosso, Carl R. Cirimeli, Curtis Combs, Kenneth T. Cruise, Travis R. Edwards, William J. Fay, John W. Fields, James J. Fitzpatrick, Neil T. Gaylord, Willdy P. Gazaway.

James Tom Gon, Leroy Hancock, John H. Hanlon, John T. Harris, M. G. Heimsoth, Gene Henderson, Frank E. Herald, Gus R. Herron, William G. Hines, Richard D. Holder, Daniel B. Howard, George A. Hurlbut, Purnell E. Jacobs, John J. McDonagh.

Joseph H. McGinn, Joseph Melovich, Jr.; Elmer Merrill, Russell W. Murray, Paul H. Nathan, Erling C. Pederson, Victorine Peoro, D. M. Plante, T. J. Scarabino, Melvel Simpson, Edward L. Strong, Walker Thomas and Louis A. Wilbrand.

Ocean

H. B. Alexander, C. Asimakopoulos, James C. Barker, Richard A. Barrett, Zeb Vann Boyd, E. J. Brown, Jerry Brown, George W. Buell, Cecil B. Butts, W. H. Campbell, Leon S. Christian, Edward A. Coleman, Henry L. Cologne, George W. Cushing, John O. Denman Jr., John E. Dismore.

Charles C. Frey, John N. Gentile, Richard Getchell, Elbert L. Goodsell, T. W. Gowanlock, Tino D. Granucci, Robert H. Greer, William T. Hartley, Phinus Q. Hawkins, Edward P. Hildreth, Charles R. Hunter, David Islowitz.

Adam Jackson, Cecil Ray Johnson, Lloyd L. Johnson, Marvin Kimber, Fred C. Kubli, Zern L. Kubli, Walter J. Larson, Joseph V. Lerma, Herbert W. Light, Charles Loving, Leo J.

"We're proud of you, Joe," says Wesley R. Mason (left), Assistant Superintendent of Transportation. Mr. Sullivan's Division Superintendent, A. J. Schirmer, is at the right.

Mahoney, William P. Malone, Jose Marquez Jr., Roy D. Mason, Ernest P. Massola.

William J. May, William Michelini, Benton C. Miller, William R. Navas, Harry T. Nelson, Edgar Newlon, William C. Nichol, John O'Connor, Andrew W. Ollison, Emil A. Panesi, Victor L. Perazzo, A. J. Pisa.

John G. Reed, Martin Reichert, Wesley Robinson, Cornelius Rulison, Eugene E. Rushing, Ariel C. Samuels, Edward G. Sell, R. H. Simpkins, Lloyd A. Smith, Raymond J. Smith, Frank M. Soto, William Steffers.

Max Torres, James J. Treanor, James Verducci, E. B. Walls, Andrew E. Walsh and Marvel O. Wren.

Potrero

Ricardo C. Aragon, Luree A. Baker, Fred C. Barnett, James A. Beatty, Duilio Berti, Frank E. Butler, Harold B. Chaplin, Joseph N. Crossley, Lee S. Falls, Leslie L. Foster, V. P. Goggin, William P. Gribnau.

Eddie Havens, Walter A. Hines, Francis B. Howe, Harold G. Hunt, George D. Jacobs, J. W. Jennings, Reginald D. Keith, Edwin A. Kell, William S. Kengla, John H. Kirby, Emmet F. Lavin, Thomas T. Lennon, Ferrell E. Long, Charles L. Lowrey, Louis J. Lovrin, Salvadore J. Lucia.

Frank W. Marlowe, Albert Sidney Slavich, Joseph Monteleone, Raymond S. Moses, W. H. Mottesheard, H. J. Neubecker, Harry A. Postell, Anthony L. Ramirez, Glenn B. Roberts.

William V. Schulz, Alfred W. Seltzer, Vincent Senatore, Wayne B. Walker, Lee C. Whitten, W. O. Wieland, Elmer T. Williams and Julius F. Young.

Presidio

Ralph Abrahamian, Thomas D. Akers, G. S. Alverez, Branson K. Barnes, Samuel Barone, Ralph H. Bixler, V. C. Connelly, Edwin L. Dean, Martin L. Deane, Lilburn B. Delaney, Voris Derryberry, Daniel J. Dineen, Kee Dong, John B. Doherty.

Gordon H. Fendel, Patrick J. Ford, Ernest Furness, W. J. Gillette, Harry L. Gordon, Jacob Grabstein, G. Gunderson, Arthur I. Halinen, Antone L. Hamilton, Paul Harband, Louis A. Jackson, Paul L. Jackson, Norbert Kehoe.

Thomas B. Lee Jr., Louis K. Levy, Henry R. Lind, James Thomas Long, Everett L. Malone, Henry F. Manning, Joseph McGowan, Norman T. Nakano, B. T. Pederson, T. R. Poulson, Francis O. Rider, Scott G. Robinson.

A. A. Schmidling, Charles J. Schmidt, Ellis B. Seals, Arthur J. Taylor, Daniel J. Twomey, Ted Walker, Howard C. Welch, Willis W. Welch, Leonard M. Wilczek, Abner Wilson, Robert Wise Jr., and Leo L. Woody.

Utah

R. L. Aitchison Sr., Bruno Antoni, Teofilo Aragon, Bruno P. Berti, Herbert B. Brewer, Jesse J. Brewster, Larue Carter, Thomas P. Dunnigan, Francis Eaton, William H. Ehrhorn, Earl L. Ellingson, Henry J. Engelbert, Henry M. Ertman.

William Fields, Chris G. Hageman, Walter L. Hall, Edwin P. Johnson, M. T. Johnson, Warren D. Lewis, Talton Love, George R. Mackin, Kenneth R. Macklin, Hughes Menifee, Roscoe C. Meyers, Frank E. Murray.

Morris Newman, William M. Noshkin, Joseph Oliva, Orean H. Parker, Morris J. Pavis, Edward J. Payton, Harold R. Pewitt, Emil J. Pieroni, Brondell Quinn, Nick P. Revello, R. P. Rosenberg.

John Schaumleffel, Delg Paul Tufo, Haynes E. Vance, Peter P. Velasquez, Otto D. Wade, Charles F. Wagner, B. H. White Jr., and Columbus Williams.

Washington-Mason

C. R. Erdmann, John N. Givich, Frank W. Hughson and Peter I. Roberts.

Philip Johnson, President of the San Francisco Chapter of the National Safety Council, congratulates Mr. Sullivan as Manager of Utilities J. H. Turner looks on.

WINNER OF MARCH "MUNI MAN" PRIZE IS EDGAR NEWLON

OCEAN DIVISION OPERATOR IS SEVENTH TO RECEIVE $50 COURTESY AWARD

Edgar W. Newlon, Ocean Operator, won the $50 check for his outstanding service during March. Among those present for the brief ceremony at City Hall were (left to right): Utilities Manager J. H. Turner, Mr. Newlon, Wheelock H. Bingham, President of the Down Town Association, and E. B. Sorensen of Fielder, Sorensen & Davis, donors of the award. Mr. Bingham, who is also president of Macy's department store, knows hom important it is to keep customers happy. He thinks that our courtesy award winners are "wonderful salesmen."

Edwar W. Newlon, a driver on the No. 26 and 28 lines, was named as "Muni Man of the Month" for March. According to the passengers who have written in praise of him, he is "unfailingly courteous" and "the most wonderful driver we have ever seen — no jerking or jarring."

Mr. Newton received his $50 award in a ceremony in the office of Utilities Manager J. H. Turner. Also taking part in the presentation were Wheelock H. Bingham, President, and Thomas Gray, Manager, of the Down Town Association; Philip Johnson, National Safety Council President, and E. B. Sorensen, who made the cash award.

"Men like Mr. Newlon are a wonderful asset to our transportation system and to the city of San Francis.o as a whole," declared Mr. Bingham. "We of the Down Town Association are well aware of what an important part the public transit system plays in our business, and we are anxious to encourage courtesy and efficiency on the part of the operators."

The Newlons have two boys, Clyde, 15, and Brian, 7. In addition to his own sons, Mr. Newlon has 32 boys under his guidance as Scoutmaster of Troop 50. He has been employed by the Railway for six years.

A total of 814 commendations were received during the month of March. The list of those commended follows:

Geary

Alfred Aaron, C. J. Bluecher, Perry C. Fisher, J. H. Fitzgerald, James Kelly, Ruth Logasa, George Latta, Charles J. Wade, Arthur Wells Jr., William F. Wilson and William E. Woodley.

Geneva

Ashby Anderson, Arthur E. Beese, Timothy Cadigan, Lloyd S. Dilley, John J. Domas, J. F. Eshelman, Albert F. Flieger, Samuel Gelini, Patrick J. Giblin, Joe F. Gurnsey, James W. Hillis, Thomas D. Kelleher, Gaston P. Lebrun, Archie Ney, Conrad Petrucela, Walter Rabenorth, Carl Swanson and William Walsh.

Kirkland

Joseph D. Allen, Leslie Arnold, Roderick E. Betts, B. B. Blessing, E. D. Boschetti, Booker T. Brooks, Andrew Lee Brown, Nelson L. Brown, Robert S. Bruce, John S. Bryant, Wil-

Left to right are Philip Johnson, National Safety Council President, who is one of the judges in the contest, Mr. Newlon, and Mr. Bingham.

liam E. Burden, Herman L. Cardona, Carl R. Cirimelo, Kenneth T. Cruise.

Leroy Daigle, Antonio DiCarlo, Travis R. Edwards, William J. Fay, Theodore A. Fischer, J. J. Fitzpatrick, Oliver L. Gildea, George Glassford, Vincent Groves, Harry E. Harvey, M. G. Heimsoth, G. Henderson, A. B. Howard, Rolly F. Howard Jr., George A. Hurlbut.

W. W. Irwin, Fred Latimer, Joseph J. Larocca, Edward O. Magnuson, Barcley S. Massey, Joseph Melovich Jr., Victorino Peoro, J. V. Roundtree, T. J. Scarabino, M. Simpson, Frank R. Stokes, Edward L. Strong, Thomas Walker, Edward P. Walsh and Richard Williams.

Ocean

Patrick P. Altieri, Jesse L. Banks, Rinaldo Baracco, C. J. Barnett, K. H. S. Berndtson, Robert Berry, Owen W. Borden, Jean Brice, Vincent D. Brogan, Will F. Carey, Earl Castillo, P. W. Clingingsmith, Mitchel Coffey, Henry L. Cologne, Martin R. Cortesi.

Mario Domenichini, Joe Correa Duarte, Peter G. Economu, Charles E. Ehrhorn, Charles C. Frey, J. F. Gallagher, H. J. Garabedian, John N. Gentile, Elbert L. Goodsell, T. W. Gowanlock, Curtis E. Green.

William H. Hage, James Hamilton, Arnie G. Hansen, Cecil S. Harvey, Edward G. Higgins, Lloyd L. Johnson, Orin C. Johnson, Woodrow W. Johnson, Marvin Kimber, William E. King, Peter H. Lunden, Foy Lynch, Leo J. Mahoney, Joseph P. McCardle, Robert L. McElroy, T. W. McGrath, William Navas.

Harry T. Nelson, Edgar Newlon, William Ochoa, John O'Connor, Andrew N. Payne, Victor L. Perazzo, Jacob R. Quistad. Martin Reichert, Josef Reichmuth, M. A. Rowan, Cornelius Rulison, Manuel T. Saunders, Eugene H. Schwartz, Frederick H. Shere.

R. H. Simpkins, Joseph Sinigiani, August John Slaby, Joseph E. Smith, Lloyd A. Smith, Frank M. Soto, William Steffers, Walter J. Tompkins, James J. Treanor, James Verducci, Paul S. Whitten, August A. Wiedl, Reece C. Wimmer, Charles W. Woodard.

Potrero

Anthony J. Allaria, James C. Albee, Fordyce Anderson, Ricardo C. Aragon, Charles S. Cavitt, Charles Coleman, John P. Deasy, Angelo Denevi, Samuel A. Draper, Herlest Eastman, Richard E. Eggert, Leslie L. Foster, Robert L. Gagen, Earl N. Greene, Morris Hudson, Harold G. Hunt.

J. W. Jennings, Edwin Jostmeyer, Edwin A. Kell, William S. Kengla, Clarence Ketten, Brady Keys, John H. Kirby, F. E. Koopman Jr., Joseph W. Lang, James G. Lash, Wilfred Lopez, Charles L. Lowrey, Frank W. Marlowe, Laverne C. Mogensen, Joseph Monteleone, Melvin Montgomery.

Raymond S. Moses, Alexander Myers, Henry J. Olate, Henry Pfeiffer, Oscar Platt, Robert W. Pomeroy, Alfred W. Seltzer, Vincent Senatore, Wayne B. Shumate, Bert Simpson, David E. Smith, C. J. Sweet Jr., Moses M. Thomas, Herbert A. Webster, Isaiah White, Dale Willson and Richard Young.

Presidio

Virgil Barkhurst, Ethridge Boone, Floyd R. Boothe, Fred B. Buckner, Edward L. Chernikh, Martin L. Deane, Lilburn B. Delaney, Leo A. Dessauer, James P. Donnelly, James L. Elliott, Gordon H. Fendel, Daniel N. Flecher, Ernest Furness.

W. J. Gillette, Opha E. Gilman, Harry L. Gordon, Harry O. Gross, Ezra C. Holford, Curtis Jackson, Paul L. Jackson, Joseph A. Logasa, James Thomas Long, John J. Mansfield, Wilber R. Marshall, Joseph McCowan, Joseph J. Mulvaney.

J. E. Peebles Jr., Denie M. Plante, Emile L. Pratt, Fred J. Robinson, A. A. Schmidling, Jack Sherburne, Raymond Shiver, Daniel J. Twoomey, Howard C. Welch, Willie Lee White, Leonard M. Wilczek, E. B. Willebrand, George A. Williams, C. J. Wilturner and Leo L. Woody.

Utah

Teofilo T. Aragon, Otho Eugene Baty, John L. Bechtold, Kato W. Coleman Jr., Ralph Clocker, D. E. Embleton, Henry J. Englebert, Henry M. Ertman, Noble E. Frazier, Joseph Leo Gollob, Roy V. Googe.

H. A. Hagemann, Charles F. Hanneman, Clyde E. Hardin, Paul W. Harr, Joseph R. Hawyer, Levert J. Higgins, Fred R. Holtzen, James E. Lewis, Warren D. Lewis, George R. Mackin.

Morris M. Newman, Samuel B. Noel, Edwin John Peche, Nick P. Revello, Fred T. Riegert, Julius Silverman, Earlie S. Thomas, Arthur Vittori, Delbert Weaver and William J. Wolters.

Washington-Mason

Mary Alice Ball, James L. Buskirk, John N. Givich, Frank W. Hughson, George W. Lessane, Richard A. Mostert, Kenneth G. Scott, Willie Tabb Seals and Gene P. Smith.

From May 1st to 15th the Camp Fire Girls will be selling candy to raise funds for their summer camp. When you buy a box of candy you are not just treating your family and yourself but you are helping the Camp Fire Girls to enjoy a fuller and happier Summer at camp.

The Boy Scouts of Troop 50 were excited and proud to learn that their Scoutmaster had won the "Munni Man" award. Here Mr. Newlon shows the boys the check he received. The two Newlon sons are in the picture: Brian, 7, is standing on the stage, and Clyde, 15, is at the back of the group, between his brother and his father.

JESSE J. BREWSTER, Utah Division, No. 15 line, 4 years with Railway.

HENRY L. COLOGNE, Ocean Division, No. 25 line, 9 years with Railway.

VORIS DERRYBERRY, Presidio Division, No. 5 line, 6 years with Railway.

FRANK W. HUGHSON, Washington-Mason, No. 60 line, 4 years with Railway.

WILLIAM W. IRWIN, Kirkland Division, "B" line, 2 years with Railway.

JUDD T. JORGENSEN, Geneva Division "L" and "M" lines, employed 5 years.

KENNETH G. SCOTT, Washington, Mason, No. 60, 17 years with Railway.

WALKER THOMAS, Kirkland Division, No. 45 line, 5 years with Railway.

CHARLES I. WADE, Geary Division, "B" and "C" lines, employed 4 years.

These men were chosen as finalists from 1737 commendations received during February and March. Four others who failed to appear for photographs were: Henry J. Engelbert of Utah Division, No. 47 line, employed for five years; James

JOHN J DOMAS, Geneva Division, Collector, 34 years with Railway.

GENE HENDERSON, Kirkland Division, No. 19 line, 5 years with Railway.

LEVERT J. HIGGINS, Utah Division, No. 15 line, 5 years with Railway.

EDWIN A. KELL, Potrero Division, No. 7 line, 22 years with Railway.

THOMAS "BOB" LENNON, Potrero Division, No. 7 line, 23 years with Railway.

LEO J. MAHONEY, Ocean Division, No. 36 line, 14 years with Railway.

WILLIAM WALSH, Geneva Division, "K" line, 31 years with Railway.

HERBERT A. WEBSTER, Potrero Div., No. 6 line, 21 years with Railway.

HOWARD C. WELCH, Kirkland Div., No. 1 line, 2 years with Railway.

Tom Gon of Kirkland Division, No. 80 line, employed for four years; Harold G. Hunt of Potrero Division, No. 8 line, employed for 23 years; and Edward L. Strong of Kirkland Division, No. 55 line, who started almost 29 years ago.

UTAH DIVISION

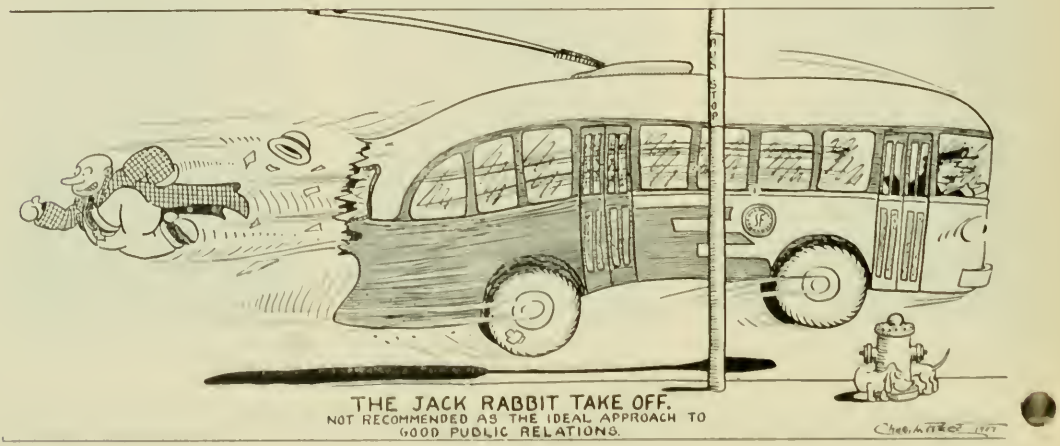
To commemorate the arrival of a new baby girl, may we offer our sincerest congratulations to Operator and Mrs. *A. J. Musante*. . . . The new dispatchers' sign-up is now effective, and we take this opportunity to welcome one of Utah's real old-timers back into the fold. Dispatcher *George Taylor* formerly of Geneva, is now on duty here mornings, and we sincerely hope his stay will be long and pleasant. George can really reminisce over the days he dispatched from here years ago. . . . Night Dispatcher *Al Benedict* displayed a very becoming emerald green shirt and yellow necktie to commemorate St. Patrick's Day. Most of us thought he was dressed up for the Cow Palace rodeo. . . . Operator *Carl Gaines* spends his leisure time practising his cornet in preparation for bigger things to come. Carl hopes he'll be rated amongst the nation's foremost virtuosos some day. . . . Operator *Joe Gollob* treated the office crew to one of his famous lemon pies. Let it be said here and now, Joe's culinary achievements are in a class by themselves. . . . That brand new Lincoln which stands beneath the dispatchers' window every day is owned by none other than Operator *Evie Thompson*. Some swank! . . . Since Operator *Bill "Moe" Wolters* has been on the sick list, the baby grand piano in the gilley room is having quite a rest, which it positively deserves. . . . Operator *John Santos*, according to some of the anonymous letters being scattered around here, is the one and only Lover Boy. It's nice to be popular and good-looking. . . . Some of the new faces appearing around the Division include Operators *Burmayer*, *McQuilland*, *McCrossen*, *Cruz* and *Smith*. We hope you'll like us as much as we like you.

POTRERO DIVISION

Introducing your new reporter, Dispatcher *Harry R. Franklin*. First we hereby solicit aid in reporting items of interest in order to make our limited space a success. Being strange in our new surroundings, any assistance will be greatly appreciated. . . . Congratulations are in order for Operator *H. Bertuccelli*, who was wed on Sunday, March 25th. . . . Division Superintendent *George Lewis* was quite happy in awarding the Safety buttons to the men who qualified. Congrats, and may we have many more deserving of these awards next year. . . . Operator *E. V. Takacs* is having a problem with his linoleum and needs assistance in getting it laid. Who can help? . . . *Wesley R. Mason*, Assistant Superintendent of Transportation, is no doubt well pleased with his recent promotion. However, we do know that he was very reluctant to leave Potrero and will miss this Division. The best of good luck and happiness in your new assignment from all of the men at Potrero. . . . *David Lee Murphy*, formerly of this Division, has been reported missing in action in Korea. He was with the First Marines. . . . Operator *E. L. Jostmeyer* is very happy about being able to drive again. Talk about a kid with a new toy, he is the one. And no wonder with his large family and all. . . Please give us more time to get acquainted. Thank you!

OFFICE CHITCHAT

Spring being in the air once more, at long last, the vacation bug is biting again. *Eleanor Whitfield* was one of the first to go, visiting Canada. *Leila McCaleb* traveled to San Diego to see her new granddaughter. *Laura Rice* is going down Mexico way. Prior to entering the Army Air Force as a sergeant, *Herbie Bloom* too is taking his holidays early. *Tom Anthony* spent a week moving into a new home. . . . Sergeant *Jim Pagee* is back from Korea, slightly the worse for wear. He is over at Oak Knoll Hospital recovering from a leg injury received while transporting wounded in a jeep ambulance during combat. . . . *Amy Spencer* is in Claims as a B512, in a mutual trade from the Airport with *Joy Burt*. *Gladys Vincent* is helping out with the shop time-rolls. *Edward Crum*, formerly of Public Health, has joined *Paul Frasher's* crew in Trip Sheets. . . . *Laura Byers*, *Katherine Small*, *Isabelle Anderson*, *Margaret Burns* and *Helen Collins* have been on the sick list. . . . It's nice to see *George Evington* back at his desk after a brief illness. . . . *Florence Meyers* has left the phone room, transferring to Public Health. . . . *Edith Arnett* is lending a welcome hand at the switchboard. *Julius Tucker* and *Fred Wiley* have joined us as traffic checkers. . . . The last issue of MASS TRANSPORTATION contained an excellent article on transit rates by our Superintendent of Traffic, *David D. Canning*. . . . Congratulations to *John Barry* and *Leo Logasa*, who have received appointments as Claims Investigators.



PASSENGERS ARE ON LOOK-OUT FOR "SMOOTH OPERATORS"

NO THRILLS WANTED — JUST SAFE, COMFORTABLE RIDE

"Riding on his bus is like riding on a cloud. It's so smooth and so effortless. He seems to have a feeling of respect not only for his bus but for passengers as well. *This is in sharp contrast to so many of your drivers . . .*"

In almost every letter received by the Railway commending an operator for smooth driving, the story is about the same. The good driver mentioned is the *exception*, not the rule.

We are getting altogether too many complaints on rough operation — particularly of motor coaches and trolley coaches. And yet there are enough letters like the above to indicate that the coaches *can* be driven smoothly and that the public *does* notice and appreciate good driving.

Most of our passengers seem to feel that a man who makes his living by driving eight hours a day — a "professional" driver — should be considerably superior to the "amateur" driver. And they are quite right. The man who concentrates on the job of driving can be a real perfectionist — and he has a chance to demonstrate his art to hundreds of patrons every day.

Here are some of the driving practices on which our operators are judged. For the purpose of this discussion we will use the trolley coach as our vehicle, but the principles apply to motor coaches as well.

ACCELERATION

"Jack Rabbit" take-offs do not make our customers happy. It is disconcerting to the seated passenger and extremely dangerous for the standees.

Putting a 20,000 pound vehicle in motion properly takes considerable skill. Here's the proper way to do it. First press the pedal down a short way in order to get the vehicle in motion, hold it there for a few seconds, and then press down slowly, feeding the power gradually. This will result in smooth acceleration of the coach and be easy on both customers and equipment.

Avoid "false starts." The practice of inching the coach forward, turning the power off and on with a series of jolts before actually getting under way, is a sure indication of "amateur" standing.

Be sure to observe the traffic conditions and to see that all intending passengers are aboard before the coach is put in motion. Eliminate those unnecessary stops and starts which are so jarring to your riders.

DECELERATION

"Stonewall" stops are the mark of a poor operator. In certain emergencies, abrupt stops may be necessary, but the alert operator will very seldom have to resort to them. Judgment of distance and speed is all important in making proper stops. Here are the correct steps in braking a vehicle:

1. Application step. The driver, judging his distance and speed, exerts a gradual pressure on the brake until the vehicle is almost at a stop.
2. Release step. A fraction of a second before the vehicle stops rolling, the brake is released very slightly, enough to avoid jerking but not enough to let the coach roll.
3. Holding step. When motion of the coach has ceased, the brake can be applied firmly. The coach being already at a stop before the final application of the brake, there is no jolt whatsoever. A little practice on this will show remarkable results.

Some operators make the mistake of opening the door before the coach stops, causing the brakes to be applied and resulting in a rough stop. This is strictly against operating rules.

Operators should also pull into the zones and close to the curb to make a good safety stop. This is an important part in caring for the comfort and safety of our passengers.

STEADY PACE

The amateur driver can usually be identified by the practice of alternately "gunning" his vehicle and then slowing it down to a creep. Here again, judgment of distance and speed is an important factor. An experienced operator observes the traffic picture for several blocks ahead, and he sets his pace accordingly. He takes pride in keeping his vehicle at the most even speed possible.

The good driver keeps these three things in mind:

Safety, first.
Schedule, second.
Power-saving, third.

Safety, first: The first consideration of an operator is the safety of his passenger. A safe driver is naturally a smooth driver. Not only is he going to save wear and tear on his coach, but he will give his passengers a more comfortable ride and will save wear and tear on himself.

Schedule, second: The operator who runs sharp is not playing fair with his customers or his fellow employees. Give your follower a break and don't over-load him with a bunch of angry passengers. Remember, too, that if your leader is late, it isn't necessary to stick right behind him; always try to split the headway.

Power-saving, third: Coast trolley coaches wherever possible if safety and time permit. Avoid the practice of alternately feeding power and then jamming on the brakes. This will result in a reduction in power costs.

WEAVING

It should not be necessary for our passengers to brace themselves against the motion of the coach. This is true not only in the case of rocking forward and backward due to sudden starts and stops, but also in the case of rocking from side to side due to abrupt turns. Too much speed in pulling coaches out of loading zones and in making turns at intersections results in throwing the passengers off balance, whether seated or standing. This type of driving does not provide a comfortable ride and in many cases results in accidents within the coach.

A Goal for Professional Drivers

Taking a pride in your work and doing it to the best of your ability will make the job a lot more pleasurable. The goal of the "professional" driver should be to achieve as smooth and even-paced a ride as possible. By doing this you will:

1. Save power.
2. Save brakes.
3. Save tires.
4. Save wear and tear on equipment.
5. Save wear and tear on passengers.
6. Save wear and tear on yourself.

Five persons die of cancer in San Francisco every day. Many lives lost to cancer can be saved if the disease is detected and treated in time. The American Cancer Society asks that you give generously to the current fund raising campaign so that further progress in the fight against cancer can be made.

MORE FREQUENT SERVICE OFFERED ON MANY LINES

The Railway has increased base service on its lines by about 365 hours per week, and rush hour service has also been increased on some lines where conditions permit.

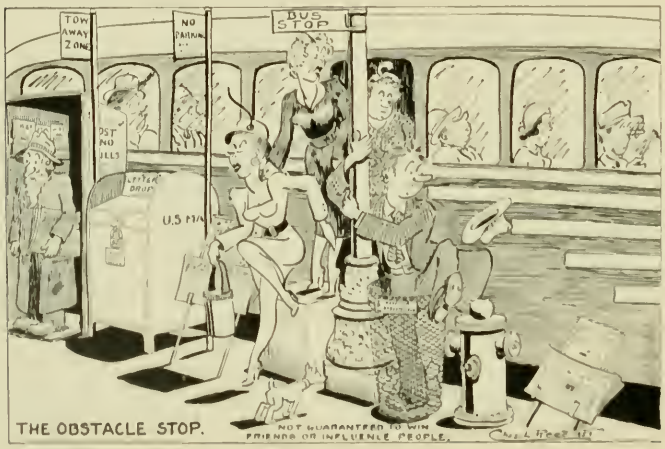
Off-peak headways have been shortened on the 1, 2, 3, 5, 6, 7, 19, 21, 45, 47, 55, B, C, J, K, L, M, and N lines. Furthermore, additional peak service is being offered on the 1, 2, 3, 19, 30 and 55 lines.

On May 5th more improvements are slated. Rush hour frequency will be increased on the 5, 6, 7, 9, 11, 14 and 21 lines. On this same date the 14 line schedules will be adjusted to provide improved base service and improved Saturday service.

Providing increased frequency during the peak hours is quite a task in view of the fact that all available equipment and manpower is already in service at those hours. The answer is a more complete utilization of the vehicles available by turn-backs and off-routing of coaches on one leg of the trip.

OUR SISTER UTILITIES

Bill Prater, Meter Reader, was involved in an automobile accident recently. All are hoping for a speedy recovery. . . . *Ruth Franchi* has left the Water Department to go into the accounting business with her brother. Lotsa good luck from the gang! . . . *Dorothy Disney* is the only girl in the Service Department having recently transferred from the 2nd floor. . . . *Earl Roach* says that since he has purchased a television set the family eats dinner in the front room. . . . *Andy Smith* now knows the difference between buses and taxis. . . . *Ruth Fox* has taken a trip home to visit her mother in Nevada. . . . *George Dolen* and *Wally Balzer* have been getting "atomicized" at Treasure Island. . . . *Harold Messersmith* of the Airport, became the father of a baby girl, Lynn Carol, on March 7th. . . . Two of our good Railway engineers are leaving us. *L. M. Jeffers* has gone back into the service, and *Al Kritscher* has taken a leave of absence.



TROLLEY TOPICS

Vol. 6 APRIL-MAY 1951 No. 4

CITY & COUNTY OF SAN FRANCISCO
Elmer E. Robinson, Mayor

Published under direction of the
PUBLIC UTILITIES COMMISSION

Philip F. Landis, President
Sam McKee — Victor S. Swanson
Edward B. Baron — Donald A. Cameron

Adeline Svendsen, Editor
Charles L. Reed, Artist
Marshall Moxom, Photographer

REPORTERS

Jim Lewis — John Whitney
John Hurst — Ken Howard
Jim Bittles — Marie Jaekleieh
Emery Dutcher — Vie Peterson
Joe Kennealy — Dolores Shea
Jim Leslie — Mary Swinney
Dick Griffin — Elven Whelpley
Harry Franklin — Jack Wehren

Address communications to 1345 Turk St.
San Francisco 15, Attention Editor

WASHINGTON-MASON DIVISION

The return of car No. 501 to the barn from the main shops caused quite a stir. Many of the men were anxious to see the improvements that were made, the outstanding one being the addition of a generator to help keep the batteries charged. Some of the highlights around the barn in the past month. The outstanding regard which Conductor *O. Harder* holds for a certain early-bird shopman; Conductors *B. McCabe* and *J. Steuart* discussing plans for St. Patrick's Day; *Olson* and his day off, and last but not least, *G. Cocolis* and his love for 509. . . There is no better way to close off than by repeating the old story of a conductor who appeared at 4:30 a.m. for a 1:30 p.m. report. And by mentioning Gripman *C. Erdman* and a conductor's discussion of the ways and means of cooking.

TROLLEY TOPICS
MUNICIPAL RAILWAY S.F.
CHAS. L. REED

Volume 6 JUNE, 1951 No. 5

William H. Scott, General Manager of the Railway, has announced his retirement effective August 1st. Here he is seated at his desk, going over some of the papers that he will be turning over to his successor, Charles D. Miller, who is standing at the right.

William H. Scott Will Retire as General Manager of Railway Effective August 1st; Charles D. Miller Appointed Successor

William H. Scott, who has been General Manager of the Municipal Railway for the past 11 years, has announced that he is retiring as of August 1st.

In a move which came as a surprise to his many friends and coworkers, the popular executive asked Utilities Manager J. H. Turner to put forward the date of his retirement, which had been previously set for next January.

Mr. Scott has been with the Railway since August, 1913, only a few months after the municipal system started operations. He has seen the Railway fleet grow from 10 street cars to over 1100 vehicles. It was Mr. Scott's wish to remain on the job until the completion of the rehabilitation program. In his letter to Mr. Turner, he states, "This task will be accomplished with the exception of some minor contracts as of August 1st. It is therefore respectfully requested that you appoint an Acting General Manager . . . as I intend to take my vacation and attempt to get a complete rest, which apparently, from my doctor's advice, is essential."

Mr. Scott expressed gratitude to Mayor Elmer E. Robinson for his clean administration "which allowed me to perform my duties honestly and efficiently without political or other pressure." He also gave his thanks to all members of the staff for the wonderful cooperation given him.

Both the Mayor and Mr. Turner praised Mr. Scott highly and expressed their regret at losing the services of an "extremely competent official."

"Mr. Scott directed transit operations during the difficult World War II years and contributed to the rebuilding of the system under the $20,000,000 bond issue," the Mayor stated. "He has been like a soldier, standing up to a lot of criticism and abuse which was not coming to him."

Mr. Turner announced the appointment of Charles D. Miller as Acting General Manager. Mr. Miller has had 43 years of transit experiencce. He started with the Market Street Railway Company when he was only 17 years old and worked up from his first job as repairman to become head of the entire maintenance division. On January 16th he was appointed Operating Manager as a preliminary step toward his eventual succession to the position of General Manager.

Col. Mills Recommends Completion of Modernization Program By Adding More Trolley Coach Lines, Acquisition of California Cable, and Improved Street Car and Motor Coach Coverage

The $20,000,000 rehabilitation program has transformed the Municipal Railway into one of the finest transit systems in the nation, according to Col. Marmion D. Mills, Transit Consultant to the Public Utilities Commission. In his report to the Commission which was submitted last month, the Colonel outlines the tremendous improvements which have already been made, but he also points out that considerable remains to be done if service on all lines is to be brought to a uniform standard. For this purpose he proposes that a bond issue of $12,000,000 be submitted to the voters.

Following are the basic changes recommended by the Colonel. He calls attention to the fact that his entire program is flexible and that there are many alternatives to be considered in executing the plan.

Cable Lines

Col. Mills advocates the acquisition of the California Street Cable Railway Company and the establishment of a system of three cable lines, all to be operated from the Washington-Mason powerhouse. The two present Muni Railway lines would continue to operate along the existing routes. He would retain the most scenic parts of the California Cable lines in the third route which would run from the present terminal at California and Market Streets out California to Hyde and north on Hyde to North Point. This would eliminate portions of the cable routes which have caused considerable interference with the flow of traffic.

Tracks and cars on the three lines would be rebuilt under the proposed plan. The Washington-Mason barn would be rehabilitated and made into a tourist attraction of itself.

Trolley Coach Lines

With the reminder that the trolley coach is the only type of equipment that has been making money, the Colonel makes the following recommendations concerning establishment and extension of trackless trolley lines:

B GEARY. Replacement of Geary car line, estimated to save $320,000 a year in operating expense.

J CHURCH. Replacement of Church Street car line with outer loop extending over 29th Street to Castro to cover area at present served by No. 27 motor coach line. This change is estimated to save $270,000 annually.

3 JACKSON. Recruiting of the present Jackson line from terminal at California and Presidio via Presidio, Jackson, Fillmore, California, Leavenworth and Geary. This route would replace the O'Farrell-Jones cable and give partial service on California from Leavenworth to Fillmore.

Col. Marmion D. Mills

6 MASONC. Extension of a branch of the Masonic line from Lawton and 9th, via Lawton, Lomita, 16th, Quintart and 30th to Vicente.

7 HAIGHT. Extension of the Haight line from the present terminal at Haight and Stanyan out Lincoln Way to 23rd Avenue. From this point one branch would extend further west on Lincoln Way to 40th, then south to Noriega and west to 48th Avenue. The second branch would extend south on 23rd to Noriega, then west to Sunset Boulevard and south to Vicente.

8 CASTRO. Extension of the Castro line from 19th Street to 26th Street.

11 HOFFMAN. Replacement of the Hoffman motor coach line over Mission Street and 24th to terminal at 25th and Burnham.

25 BRYANT-SAN BRUNO. Replacement of No. 25 motor coach line from terminal at 5th and Mission via Mission, 6th, Howard, 11th, Bryant, Alameda, Potrero, Jerrold, Barnevel, Loomis, Channel and San Bruno to Third Street with possible extension to terminal at Geneva and Schwerin Streets.

55 CALIFORNIA. Replacement of No. 55 Sacramento motor coach from Drumm and California via California

The pictures on this and the opposite page are two of those used by Col. Mills in his report. They show Market Street before and after conversion. In the picture at the left we see Market Street as it looked when we had street cars running on the four tracks. Obviously it was impossible to get the cars through on schedule during the rush hours, and jams like this occurred almost every evening.

to Sixth Street. This would parallel the cable line from Drumm to Hyde and be used to provide rush hour service in and out of the financial district.

Tunnel Lines

Basing his recommendations on the likelihood that some form of rapid transit will eventually be developed under Market Street, Col. Mills states that "it seems to be to the best interest of the city to continue the present K, L, M and N car lines additing sufficient additional P.C.C. cars to fill all the base requirements and rebuilding the best of the old cars for rush hour service." For this purpose, he would purchase 22 new P.C.C. cars (in addition to those now on order) and rebuild 37 of the old street cars.

He would reroute the M line, discontinuing the portion beyond 19th Avenue and extending the line instead into a loop at Parkmerced common. This would provide service for some 12,000 people who will live in the housing developments in this area. A branch of the No. 26 motor coach

(Continued on page 4, col. 3)

Above is a picture of Market Street as it looks today, with street cars on the two tracks and trolley coaches in the outer lanes. The street has been cleared of traffic, service has been speeded considerably, and the accident hazard has been reduced.

FINANCIAL DISASTER AVERTED BY CONVERSION

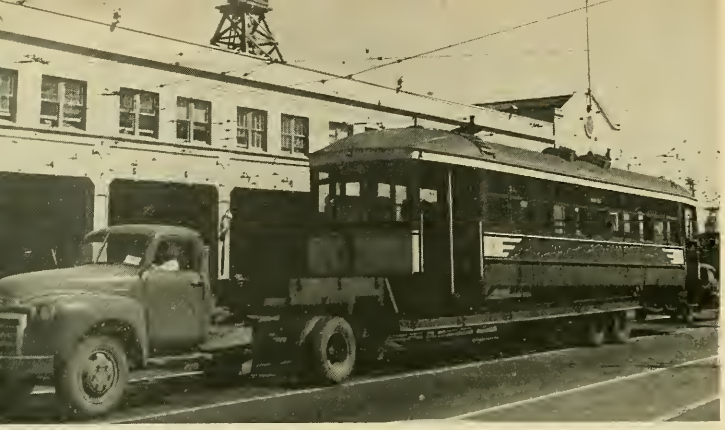
Not only has service been greatly improved in the short time since funds have been available, but the Railway's financial position is immeasurably better than it would have been if no conversion program had been undertaken.

Col. Marmion D. Mills, whose report on Railway rehabilitation is reviewed in this issue, documents this statement with figures showing how the Railway averted financial disaster by converting many of its lines from street car to bus. In the first place, he states, it would have cost almost 55 million dollars just to provide necessary equipment and track for the street car lines then in operation. In addition the Colonel shows that if street cars were operating over the same mileage that they did in 1947, we would have a deficit of $5,677,636 instead of the $1,828,615 that was actually experienced in 1950. Street cars cost about 93 cents per mile to operate as compared to around 55 cents per mile for trolley and motor coaches. (See chart below for complete figures.)

	1950 As It Actually Was (After Rehabilitation)			**1950 As It Might Have Been (If No Rehabilitation Had Taken Place)**	
	1950 Mileage	*Cost*	*Cost Per Mile*	*1947 Mileage*	*Cost*
Street car	5,250,665	$4,872,783	.9280	16,956,064	$15,735,227
Cable car	398,238	730,050	1.8332	398,238*	730,050
Trolley bus	6,667,908	3,526,327	.5288	1,120,464	592,501
Motor bus	17,604,402	8,800,149	.4998	11,203,186	5,588,149
	29,921,213	$17,929,309		29,677,952	$22,645,927
Total Revenue		$18,158,378			$18,158,378
Operating Expense		17,929,309			22,645,927
Operating Net		$ 229,069			Minus $ 4,487,549
Less Depreciation and Interest		2,057,684			1,190,087**
Net Income		Minus $1,828,615			Minus $ 5,677,636

*1950 cable car mileage used to provide fair comparison inasmuch as reduction of service in 1950 was the result of temporary discontinuance of service due to Broadway Tunnel construction.

**Depreciation and interest charges based on 1947 Actual.



About 500 over-age street cars have been retired to the "graveyard" since the new equipment has been arriving. Here is one of the original 10 cars that was purchased by the Municipal Railway when the line started operations in 1912. During the past few years these cars have been in use on the "F" line.

Great Strides Made by Railway Since 1947

A considerable part of Col. Mills' report is devoted to what has already been accomplished under the rehabilitation program. He gives high praise to the executive staff and personnel who have done so much in such a short period.

At the time of consolidation in 1944, while transportation was a crucial part of the war effort, the system consisted of about 900 vehicles, only 10 per cent of which could be considered modern. Shops and garages were, for the most part, old and in poor condition. Duplications of service were numerous. The organizational set-up was awkward, due mostly to the necessity of absorbing two management staffs. In addition there was considerable friction among the personnel, which effectively blocked any sound employee relations program. Accidents were at an all time high.

Some improvements in equipment were made as soon as war restrictions were lifted, but it was not until the bond fund was approved that the Railway could undertake the tremendous job of rehabilitation which was so obviously needed.

Within a period of three and one-half years, the Railway has been transformed. With the arrival of the equipment now on order, the Railway will have acquired 658 modern vehicles, including 35 street cars, 364 trolley coaches and 259 buses. Many of the old but durable steel frame street cars have been reconditioned in the Railway shops.

Four new yards for trolley and motor coach maintenance have been constructed, and the remaining shop facilities have been considerably improved.

A new plan of staff organization has been adopted which provides a framework for efficient operation of the Railway; weekly staff meetings bring about greater coordination and cooperation. A noticeable improvement in personnel relations has been effected, and accidents have shown a remarkable decline. The public relations program has been effective in promoting public understanding of Railway problems.

Col. Mills feels that public criticism for the most part has stemmed from the difficulties which are a part of any major reconstruction program. "Once conversion has been completed upon an individual route," he states, "complaints and resistance have tended to decrease. A tremendous job of modernization has been done here in San Francisco that will become better appreciated with each passing year."

Retirements

Name	*Classification*	*Employed*	*Retired*
William F. Carey	Ocean Operator	3- 1-15	5- 1-51
Albert Edw. Clark	Kirkland Operator	11-10-30	4-28-51
Isaac Edinoff	Geary PRSM	11-14-41	3- 3-51
Joe S. Farr	Carpenter	4- 3-24	4-13-51
Roy L. Gooding	Geneva Motorman	6-16-30	4- 1-51
Matthew A. McAravy	Geneva Motorman	3- 8-15	3-31-51
Harry A. McGinley	Ocean Operator	12- 5-21	2-16-51
Martin Mulkeen	Geary Conductor	12- 2-24	4- 1-51
James C. Rosemeyer	Potrero Operator	10-17-17	4-12-51
August Stoltz	Geneva Motorman	3-26-23	5- 1-51
Alfred West	Geneva Motorman	11-17-17	3- 1-51

(Continued from Page 3)

line would handle the abandoned portion of the M line.

All Col. Mills recommendations on street car operation are based on repeal of the Charter provision requiring two-man crews.

Motor Coach Program

"Motor coach operation is the most economical method of serving lightly populated districts and in rendering express or limited stop service," the Colonel states. Due to the comparatively short life of the vehicle, however, replacement must be constant. He recommends that a program be established for the annual purchase of 40 modern 50-seat motor coaches similar in dimensions, riding qualities and comfort to the latest trolley coaches.

The Colonel suggests that limited stop or express service be made a part of the No. 1, 2, 31, 5, 7, 16, 14, 26, 25 and 15 lines as a means of affording reasonably fast transportation to those persons living farthest from the business district.

Improved routing of certain motor coach lines is recommended, including an extension of the No. 15 line through on Visitacion and Geneva to Mission Street, creation of a new line to serve the Lakeside District, a change in routing of the No. 18 line, the joining of the No. 24 and 35 lines to afford a crosstown connection from 3rd and Army through the Mission and Hoffman Districts over Divisadero to Jackson, and similarly the joining of the No. 10 and 51 lines to connect Hunters Point to the Twin Peaks and Richmond Districts.

Additional Facilities

Five new automatic substations would be required to replace the old powerhouses and to handle the proposed trolley coach line load in the Sunset District.

Elkton Shops would be rebuilt and a new Paint Shop constructed. Geneva carhouse, which is already undergoing some alterations, requires additional reconstruction.

Purchase of new and improved type fare boxes is another part of the proposed program.

POSSIBLE FARE RAISE HINTED IN MILLS REPORT

"Improved service is not possible on a starved revenue; therefore, the Public Utilities Commission and the Administration must determine on a policy of increased revenue to the Muni which must be provided either through added tax support or higher fares, or a combination of both." It is Col. Mills' opinion that "fares should be adjusted upward so that the riders of public transit should pay the operating cost of the service while capital costs, including the depreciation required to maintain modern equipment, might well be the responsibility of the city."

The necessity for increased revenue has been brought about by the combination of two factors — a sharp decline in passenger volume and an equally sharp rise in costs of every kind.

We carried 183 million passengers in 1950 as compared to 252 million in 1945, a decrease of over 27 per cent. This decline in passenger volume is an experience met by transit companies all over the world as more and more people everywhere choose private transportation, regardless of expense, in preference to mass transit vehicles.

Concurrent with the steady loss in volume has come a material increase in expenses. Wages have gone up over 60 per cent. Vacation and sick leave allowances have been increased. Supplies of all kinds have risen sharply in cost.

As a result of these increases, street car operating costs have jumped from 77 to 93 cents per mile; cable cars have risen from $1.38 to $1.83; trolley coach costs have gone from 40.8 to 52.9 cents per mile; and the cost of motor coach operation has risen from 42.6 to 50 cents.

With these increased costs, the Railway would have been in a truly perilous financial condition were it not for the conversion from the more expensive street car mileage to the less expensive coaches.

As it is, with costs still rising, with little prospect of increased passenger volume, and with only minor rail conversions still to be made under the 1947 bond issue, Col. Mills has asked that the Commission give consideration to some method of increasing revenue if all desired service is to be furnished to the people of San Francisco.

SHOP NOTES

Visitors at Elkton Shop are being agreeably surprised by the shop's new look resulting from the installation of individual drive motors on the various machines and the alterations made for accommodation of the storeroom which is being moved from Bryant and Division. The motor installations have permitted the removal of the maze of obsolete belts which formerly churned from overhead pulleys and shafting. Availability of storeroom supplies will add materially to the convenience of shopmen. Foreman *Tommy Thomas* and his men are busy, meanwhile, renewing post foundations preparatory to a re-roofing and painting job which will bring Elkton more in line with other modernized railway facilities. . . . *Isaac Hinds*, President of the Blacksmith's Union, is combining business with pleasure while attending a union convention in Chicago. *Albino Brugnara* went as far as Lansing, Michigan, to pick up and break in a new "Olds" on the way back. . . . Due to the rush for autographs, *George Anthony* and *Art Hughes* have asked that requests be limited to initials only. George won the City Bowling sweepstakes, and Art, who has already won many golfing honors, again placed second in the local first flight finals. The shop bowlers as a whole also fared well in the bowling league with the foremen's and shopmen's teams winding up in second and fourth places respectively. . . . Anyone who wants a "Hop Scotch" (also known as a jaw-breaker), just name your color and see *Vince Fradella*. . . . *Jordan Chiesa* is the proud father of a daughter, born April 7th. . . . *Edward Freeman* and *Hyrum Christensen* have received appointments as E202's. . . . *Bill McCarthy* of 8th Avenue Sub became the father of a baby girl on May 4th.

POTRERO DIVISION

Dispatcher *Harry Franklin*, who writes this column, has been seriously ill and was in the hospital for some time. He is now convalescing at home and we hope it will not be too long until he is back on the job. . . . *Harriett Olund*, who was Superintendent *George Lewis'* secretary, has been transferred to Kirkland. Her place is being taken by *Myrtle Loebbing*, formerly of the Storeroom. . . . It was certainly a pleasure to see Instructor *Dick Furth* and his charming wife at the party for *Duke Ormsby*. Dick has had a rough time and looks pretty thin, but the old smile is still there.

"Youth in Government Day," sponsored by the Jr. Chamber of Commerce, brought these alert young high school students to the City Hall as Public Utilities executives. Left to right seated around the table are Railway Manager Bruce Belding, Washington High; Manager of Utilities Louise Combs, Mission; Commissioner Millie Hannum, Balboa; Commissioner Dante Corsetti, Balboa; Commissioner Tom Franza, Commerce; Commissioner Sandra Bailey, Balboa, and Commissioner Arlene Kwock, Commerce. The "spectators" who are watching the young people at work are J. H. Turner, Col. M. D. Mills, A. Dall Thomson (Public Utilities) Counsel), Philip F. Landis, Edward B. Baron and Donald A. Camerson. The seven boys and girls appeared early in the morning at City Hall where they were given an outline of the organization of the Utilities Commission by Mr. Turner. Later they visited the Railway where they met General Manager William H. Scott, talked to Col. Mills, and saw some of the work carried on in various offices.

ETHEL RUTLAND NAMED WINNER OF APRIL COURTESY AWARD

GENEVA CONDUCTORETTE DEFIES "MUNI MAN" SLOGAN TO WIN $50 PRIZE

The "Muni Man of the Month" for April was — of all things — a woman!

Miss Ethel V. Rutland, an attractive blonde conductorette who works on the "L" line, received the $50 award which is given to the employee who has been judged most courteous each month. She is one of the 16 women transit operators who are permanently employed by the Railway, and the first to receive the award although several women have been runners-up in previous contests.

The decision of the judges caused some confusion at first. Advertising for the contest has been based on the "Muni Man of the Month" slogan, and no provision had been made in the advertising budget to take care of any changes in the car cards. It was finally decided that since Miss Rutland was doing a "man's" job and doing it exceptionally well, there would be no necessity of changing the wording on the signs.

Miss Rutland was employed by the Market Street Railway in 1942 and has been with the Municipal system since the consolidation in 1944. A typical commendation concerning her reads: "We cannot help but notice her thoughtfulness and courtesy in waiting a moment for a passenger trying to make her car, calling the cross streets, as well as directing passengers which side of the street to wait for their transfer bus, and particularly her kindness and patience with the older and handicapped persons. All this is accomplished with a pleasant smile. . . ." If her regular riders happen to catch her in a serious mood, they immediately ask, "Where's the smile today?"

On hand for the presentation ceremony which took place in the office of Utilities Manager J. H. Turner were E. B. Sorensen of Fielder, Sorensen & Davis, the transit advertising firm which is donating the cash awards; Myron Wacholder, a director of the San Francisco chapter of the National Safety Council; and Ralph Strawn, Superintendent of Geneva Division.

After the presentation, Miss Rutland was the guest of Fielder, Sorensen & Davis at the San Francisco Advertising Club luncheon at the Palace Hotel. On display at this luncheon were hundreds of car cards including those featuring the seven previous winners of the "Muni Man of the Month" contest.

A total of 722 commendations were received during April, according to Mr. Turner. Previous winners were Francis F. McManus, Potrero; George Glassford, Kirkland; Delg P. Tufo, Utah; L. B. Delaney, Presidio; Walter E. Stone, Ocean; Joseph P. Sullivan, Geary; and Edgar Newlon, Ocean.

The list of those commended during the month of February follows:

Miss Ethel Rutland had no trouble demonstrating her famous smile after a look at the check which she is receiving here. Left to right are Myron Wacholder, a director of the San Francisco chapter of the National Safety Council; Ralph Strawn, Geneva Division Superintendent; Miss Rutland; E. B. Sorensen, who presented the check; and J. H. Turner, Manager of Utilities.

Mr. Turner showed Miss Rutland the model of the streamliner which stands in the Public Utilities Commission offices. The dash sign on the little car shows "L" line, so it fitted right in with the conductorette's work.

Geary

H. S. Araboglou, John H. Fitzgerald, Ivan L. Harness, Robert Irving, Ethel A. Jeffers, Patrick McCarthy, Virgil S. Packard, Max Shatsky, Paul Skiadas and C. E. Wickett.

Geneva

Ashby Anderson, E. H. Angelius, Timothy Cadigan, Vito L. Chiechi, Ralph T. Coverdale, John J. Domas, Daniel Donahue, Jonathan Dusdall, Albert F. Flieger, Samuel Gelini, G. P. Kuettner, James Leahy, Tim Patrick Leahy, Gaston P. Lebrun, Charles E. Lefevre, Richard F. Neylon.

Frank A. Offen, Conrad Petrucela, W. W. Reinhardt, Ethel V. Rutland, David W. Shubert and Carl Swanson.

Kirkland

Frank A. Barone, B. B. Blessing, E. D. Boschetti, Robert S. Bruce, Donald E. Chapman, Leslie M. Crawford, Leroy Daigle, A. M. Dubrovich, Travis R. Edwards, Robert H. French, Willdy P. Gazaway, John F. Geary, Oliver L. Gildea, Vincent Groves, John J. Hanlon, Harry E. Harvey, M. G. Heimsoth, Gene Henderson, Gerald K. Hulse, W. W. Irwin.

James E. Johnson, Hyman Klezmer, Joseph J. Larocca, Edward O. Magnuson, Paul J. Matelli, John J. McDonagh, Hugh McFadden, Joe H. McGinn, Tony A. Medina, Elmer Merrill, Albert D. Oloan, Erline C. Pederson, E. M. Stephenson, Ray Charles Wade and Lewis Walker.

Ocean

Jesse L. Banks, Daniel J. Barrett, Albert J. Berti, R. W. Biermann, Freddie Brown, George W. Buell, Harry L. Cedusky, Henry L. Cologne, Martin R. Cortesi, George W. Cushing, A. Eisenstark, Timothy V. Erdy, Charles C. Frey, J. F. Gallagher, John R. Garcia, T. W. Gowanlock.

Lee A. Hart, Neal T. Hatten, Arthur G. Hintz, Charles R. Hunter, Lloyd L. Johnson, E. S. Koumakis, Fred C. Kubli, Charles Wm. Long, Charles A. Maguire, Roy D. Mason, George Mattson, William F. Mayer, A. Michelini, Alfred I. Nelson, Edgar Newlon, Oscar D. Norman.

Michael O'Brien, Leslie O'Connor, Hubert L. Oswald, John G. Reed, Adolph A. Reich, Martin Reichert, Peter Reilly, C. J. Sarcander, Joseph C. Schiller, Louis F. Scholz, Frederick H. Shere, R. H. Simpkins, Joseph Sinigiani, John Elmer Tomola, James J. Treanor, James Verducci, Noe M. Vermeulen, Elbert B. Walls and Judge D. Wardall.

Potrero

James C. Albee, James R. Anderson, R. C. Aragon, Luree A. Baker, H. C. Bertuccelli, Orville L. Bradley, William Chesebro, James G. Conway, Harold E. Curry, John Durkin, Robert L. Gagen, Eddie Havens, Harold G. Hunt, Ernest Johnsen, F. E. Koopman, Jr.; James G. Lash, Carl Verner Long.

Ferrell E. Long, Louis T. Lovrin, Chas. L. Lowrey, Lind J. Mammini, Laverne C. Mogensen, Joseph Montaleone, W. J. Ockenfels, Harry Rodriquez, Clinton W. Rogers, Alfred W. Seltzer, Charles D. Sprague, Fred C. Tribou, Richard W. Weaver. Herbert A. Webster, Clifford J. Willett and Leroy C. Williams.

Presidio

Thomas D. Akers, L. Z. Anderson, Martin E. Baker, John Baranow, John J. Boles, Floyd R. Booth, Joseph Colla, V. C. Connelly, Lilburn B. Delaney, Voris Derryberry, Gordon H. Fendel, Clifford Franklin, W. J. Gillette, Opha E. Gilman, Jacob Grabstein, Phillip R. Harris.

Elmer Harrison, Lance E. Howe, T. S. Hanes, Martin T. Janssen, Henry A. Johnsen, Joseph A. Logasa, Herbert Lyons, Wilber R. Marshall, Joseph McCowan, Eugene H. Parker, Emile L. Pratt, Edward M. Samansky.

Ellis B. Seals, Raymond Shiver, William H. Smith, Ervin M. Smitten, W. B. Stewart, Howard C. Welch, Willie Lee White and Leonard M. Wilczek.

Utah

Geno H. Barni, Otho Eugene Baty, C. I. Boyd, Armand Bresciani, Jesse J. Brewster, Ralph Clocker, T. P. Dunnigan, D. E. Embleton, Joseph Leo Gollob, Chas. F. Hanneman, Clyde E. Hardin, Harold H. Harper, Robert G. Henke, Wm. R. Laughlin, Kenneth R. Macklin.

John J. McCrossen, Eugene W. McIsaacs, Morris Newman, Morris J. Pavis, Fred T. Riegert, Nick P. Revello, Joseph E. Schabot, John Schaumleffel, Julius Silverman, Asa M. Smith, Robert B. Smith, Delg Paul Tufo, Peter P. Velasquez, Arthur Vittori and B. H. White, Jr.

Washington-Mason

Donald J. Craig, C. R. Erdmann, Elmon E. Goodson, Orin E. Harder, John R. Hurst, Bernard McCabe, James Medaxian, Mildred M. Mills and Kenneth G. Scott.

FINALISTS IN APRIL CONTEST PRAISED FOR OUTSTANDING SERVICE

From the 722 commendations received during April, the following employees were chosen, along with Miss Rutland, as deserving of highest honors:

Frank A. Barone, Kirkland Division, No. 31 line, who has been with the Railway for five years.

Armand Bresciani, Utah Division, No. 42 line, who has been employed for four years.

Donald J. Craig, Washington-Mason Division, No. 60 line, who joined the Railway two years ago.

John F. Geary, Kirkland Division, No. 31 line, who has been with the Railway for nine years.

Ethel A. Jeffers, Geary Division, "B" line, who was employed in 1943.

Patrick McCarthy, Geary Division, "N" line, who has been with the Railway since 1925.

Emile L. Pratt, Presidio Division, No. 1 line, who has been employed for nine years.

W. W. Reinhardt, Geneva Division, "M" line, who started with the Market Street Railway over 43 years ago.

Clinton W. Rogers, Potrero Division, No. 22 line, who has been employed since 1945.

Frederick H. Shere, Ocean Division, No. 36 line, who has been with the Railway for 14 years.

R. H. Simpkins, Ocean Division, No. 20 line, who started in 1945.

Frank A. Barone

Donald J. Craig

Emile L. Pratt

W. W. Reinhardt

SYMPATHY

(We are sorry to report the deaths of the following fellow employees. Sincere condolences go to the families)

Helen Collins, Calculating Machine Operator in the Accounting Department, died at St. Luke's Hospital, April 26th. She had been ill since the first of the year. Her employment with the Railway dated back to August 5, 1942.

Peter Nerio, Geneva Conductor, died at St Francis Hospital on April 21st. He had been on the sick list for less than two weeks before his death. He was a Charter employee, having joined the Market Street Railway October 3, 1917.

OFFICE CHITCHAT

Tess Taylor took an early vacation to Los Angeles. Incidentally Tess's friends gave her a fancy birthday party in the Birch Room of the Fairmont Hotel. . . . *Bess and Paul Frasher* spent a week in Carmel. . . . *Molly Lumian* also headed for the south and "Smogville." . . . Before *Georgina Hendzel* transferred to the Airport, she was given a lovely lunch complete with orchids and farewell gifts. . . . *Margaret Henry* has replaced Georgina in the Schedule Department. . . . *Margaret Burns* and *Katherine Small* have returned to the switchboard, but *Ann Burke* is ill. . . *"Janie" Hnatusko* is back from Utah, a dazzling blonde; the sun up in the Mormon country bleached her goldilocks . . . *"Hoppy" Hopkins* from the Money Room is on an extended tour to Michigan and is driving back a new Oldsmobile. . . . *George Schroth* and *Arthur Larsson* have joined the Schedule Department as traffic checkers; Larsson was formerly a general clerk with the Railway. . . . *John Blake* is back with the Railway after an absence of many years; he's now working in *Vic Peterson's* office. . . . *William Flynn*, who formerly worked as a receiver at Sutro and Geary, has joined *Merlin Henry's* force in Payroll. . . . *Cecile LeGallee* has been transferred from the Storeroom to *John Lyon's* office. . . . *Lester Stromberg* is taking *Herb Bloom's* place in *George Errington's* office. . . . We were all saddened by the death of *Helen Collins*, who passed away on April 26th after an extended illness. . . . *Hildegarde Bowen* and *Lloyd Imeldi* succumbed to the lure of an early vacation. . . *Rita Navarret* and *Marie O'Reilly* are recent "birthday babies."

John F. Geary

Ethel A. Jeffers

Patrick McCarthy

Clinton W. Rogers

Frederick H. Shere

R. H. Simpkins

WASHINGTON-MASON DIVISION

On the evening of the arrival of General MacArthur, the crowd was so dense on Powell Street that our cable cars were forced to come to a standstill. The last northbound car was picked up by TV and the crew was not conscious of it. Conductor *Frank Hughson* was busy taking up fares, but his back sure looked good to the viewers. . . . The division has been graced with several new gripmen whom we wish well in the daily jaunt over the hills. A few of the names that come to mind are *Paul Jefferson, Le-Roy O'Dear. Vernon Mayfield* and *Nathan Tobey*. . . . To Gripman *George Jennings*, a welcome back, fellow. We notice that you have not lost that smile of yours.

LOU PERRIN RETIRES FROM UTILITIES ENGINEERING

Louis M. Perrin, Sr. Electrical Engineer, retired recently after 27 years service. His executive and engineering ability have contributed a great deal to the development of Hetch Hetchy power distribution as well as to the development of the Municipal Railway system.

The Public Utilities Commission presented him with a scroll calling attention to the many important projects on which Mr. Perrin had worked and expressing their appreciation of his splendid achievements.

Mr. Perrin is now associated as a consultant with DeLeuw Cather and Company.

DAVID D. CANNING RESIGNS AS TRAFFIC SUPERINTENDENT

David D. Canning, Superintendent of Traffic, resigned last month and has returned to Los Angeles Transit Lines.

The well-known schedule expert accomplished a great deal during the months he was in San Francisco, and won the respect and friendship of everyone with whom he worked. His resignation was accepted with considerable regret as his services were still badly needed here.

With men of his ability in great demand, however, it was not surprising that he should be induced to leave. We all wish Mr. Canning the best of luck and success in his future work.

TRAFFIC PLAN SPONSORED BY CIVIC GROUPS WOULD BE GREAT BOON TO SAN FRANCISCO

INCREASED USE OF PUBLIC TRANSIT WOULD ALSO HELP TO SOLVE CONGESTION WHICH STIFLES DOWNTOWN AREA

The 10-point traffic plan being sponsored by the Chamber of Commerce, the Central Council of Civic Clubs and the Down Town Association is an important step forward in the solution of San Francisco's congestion problem. The members of the joint committee who formulated the plan deserve the thanks and the cooperation of every citizen. Such a program, *backed by whole-hearted public support,* will help to arrest the traffic paralysis (and eventual decentralization) which now threatens the downtown area.

Speeding the *movement* of vehicles, as recommended by the committee, would certainly help to relieve congestion. There is another factor which the committee might do well to consider in their study of the problem and that is to reduce the *number* of vehicles by encouraging the use of public transit. The advantages of using large capacity transit vehicles in alleviating congestion have constantly been stressed in the Railway's advertising campaign.

The average occupancy of automobiles is less than 1½ persons per car. During rush hours, one coach can move as many people as 53 automobiles. Realizing this, many cities are conducting a determined campaign to encourage the use of mass transit facilities. Some have gone so far as to set aside certain streets for the use of public transit vehicles alone. Others are building "fringe" parking lots and doing what they can to keep the private automobile from stifling movement in the heart of the city (average vehicle speed downtown is three miles an hour.) Civic organizations and business firms are appealing to citizens to use public transit and leave their cars at home.

Automobile registrations in San Francisco totalled 279,706 in 1950, an increase of *49 per cent* during the past five years. These vehicles are trying to squeeze into streets that were overcrowded even back in horse and buggy days. Streets which were designed before the automobile was invented simply cannot be stretched to handle the traffic of the future. And parking space for all these vehicles commands increasingly high rentals.

Town planners and traffic experts all over the world are testing various traffic-parking programs. They have become sharply aware of the need for more efficient use of such street space as is available. It is now generally agreed that the public transit vehicle provides the answer to this problem and therefore its free movement is of paramount importance. The use of public transit is now being actively encouraged in all progressive cities because it is at last realized that business, entertainment, property values, and commercial activities in general suffer when streets become clogged with less efficient vehicles carrying a dwindling minority of occupants.

The movement of PEOPLE—rather than of vehicles—is the important factor in any consideration of the traffic problem. Street space must be utilized intelligently to bring about efficient movement of people.

A recent check on Sutter Street showed that about half of the people moving in and out of the business district rode in transit vehicles which required about five per cent of the street space. Certainly this proves that street space is used most efficiently when people ride the public transit system. It also indicates that some special effort should be made to free the movement of transit vehicles which carry such a large portion of the load.

The 10-point traffic plan will certainly meet with the whole-hearted support of the Municipal Railway. It may help to reverse the vicious cycle wherein delays in service due primarily to traffic congestion have resulted in more passengers taking more automobiles to produce even greater congestion.

To the 10-point program, as outlined by the traffic committee, may we add these suggestions:

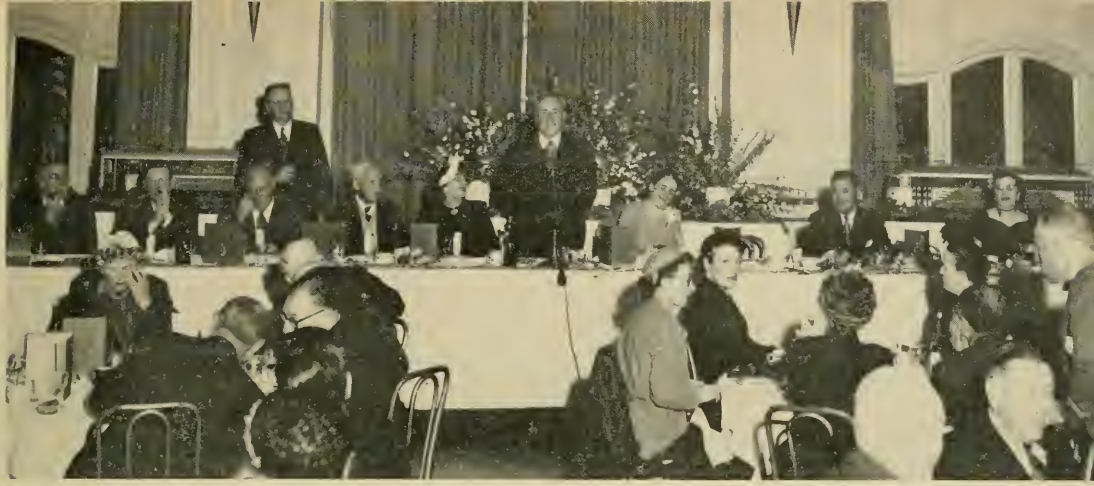
(1) Encouragement of greater use of large-capacity public transit vehicles, which will be able to give much more rapid service if there are fewer small-capacity private cars.

(2) Staggered hours of employment to help spread out — and thin out — the traffic flow over a longer period.

CEREBRAL PALSY

The United Cerebral Palsy association is conducting a drive for funds to combat this pitiful affliction. Every year in the United States 10,000 babies are born palsied. Give what you can to help in the fight for the health and welfare of American children.

Here is a photograph which appeared in one of our advertisements. It was captioned "A Study in Time and Space." The time is rush hour, every week-day morning and evening. The space is the limited area of a downtown San Francisco street. The moral is obvious — there simply isn't room on downtown streets to carry everyone in private cars — and one Muni coach can carry as many passengers as a whole blockful of private cars. This and other ads of a similar nature are being used to demonstrate that greater use of mass transportation would be an effective means of solving our traffic problem.



DUKE C. ORMSBY RETIRES AFTER SERVING 48 YEARS IN TRANSIT INDUSTRY

After 48 years of railroading, Duke C. Ormsby, General Superintendent of Transportation, has retired from active service. Several hundred friends joined together to give him a memorable farewell banquet at the Fairmont Hotel last month, and many a tear fell when the beloved Railway pioneer spoke of his memories in a life devoted to San Francisco's transit service.

The program was introduced by Donald Mazzoni, General Claims Agent, who was chairman of the party committee. General Manager William H. Scott acted as Master of Ceremonies, and Operating Manager Charles D. Miller made the presentation of the gift — a check to cover purchase of a television-radio-phonograph set. Mayor Elmer E. Robinson expressed the appreciation of the entire city of San Francisco for the contribution made by Mr. Ormsby in the development of the transit system.

Born in Valley Castle, County of Mayo, Ireland, Mr. Ormsby started in 1903 as a Conductor with the Liverpool Corporation Tramways in England. In 1904 he came to the United States and worked as a motorman in New York and New Jersey, then successively as a ticket agent, ticket receiver, station passenger director, and switchman.

He moved to San Francisco in 1906 and worked as an apprentice lineman, motorman and inspector with the old United Railways. In 1914 he joined the Municipal Railway as an Inspector and has since served as a Receiver, Dispatcher, Assistant Instructor, Claims Investigator, Assistant Superintendent of Transportation, and finally as General Superintendent of Transportation.

Mr. Ormsby will be 65 next November. He lives at 2133 Cabrillo Street with his wife, Helen.

The committee who planned the delightful party included Isabelle Anderson, William A. Bryant, Harry E. Cooley, Adele Davidson, George W. Evington, Paul J. Fanning, Paul Frasher, Merlin L. Henry, Tom Irwin, James Leslie, George S. Lewis, John Lyons, Robert MacDonald, Wesley R. Mason, Donald Mazzoni, James E. McDevitt, Charles D. Miller, George C. Quinn, William D. Ratto, Charles L. Reed, Fred L. ReQua, Albert J. Schirmer, Ralph Strawn, Theresa C. Taylor, Ruth G. Urbais, John Williams and Herbert G. Wilson.

(Above) A delightful evening was climaxed with the speech of the honored guest, D. C. Ormsby. Left to right at the speaker's table were A. O. Olson, Philip F. Landis, Colonel M. D. Mills, William H. Scott, William Ritchie (retired motorman and one of the many "old-timers who attended the Ormsby party), Mrs. Scott, Mr. Ormsby, Adelaide E. Ormsby, Donald Mazzoni, Mrs. Mazzoni and Paul Fanning. (At right) Mr. Ormsby beamed after hearing the glowing tribute which was paid to him by Mayor Elmer E. Robinson, who is shown with him here.

YOU BETTER WATCH OUT!

If you ever forget to call out your stops, you better start taking a memory course. Look what happened to one of your brother workers in Seattle who slipped up. This item appeared in the Miscellany column of Time Magazine.*

"THE HASTY HEART. In Seattle, angered by a trolley motorman who forgot to call out her stop, a woman passenger (1) beat him with her umbrella; (2) followed him to a telephone and yanked it off the wall when he tried to summon help; (3) pelted him with canned goods from her shopping bag; (4) smashed the window of another trolley when its motorman refused to let her board it."

*Courtesy of TIME.

Copyright Time Inc., 1951.

POSTMASTERS:
Forwarding or return postage, or notification (with key) or form 3547 guaranteed
TROLLEY TOPICS
901 Presidio Avenue
San Francisco 15

MR. PAUL OPPERMAN
DIR. OF PLANNING
100 LARKIN ST.
CITY 2

Sec. 34.66 P. L. & R
U. S. POSTAGE
PAID
Permit No. 4632
San Francisco, Calif.

S.F. EXAMINER GIVES MUNI A PAT ON THE BACK

(The following editorial appeared in the San Francisco Examiner under the title, "Muni Progresses!" All of us appreciate a word of praise, and this should encourage every employee to do a still better job.)

The Municipal Railway is overdue for a well-earned pat on the back. No one can question it—the Muni is making progress.

A transformation is being wrought under the impetus of Mayor Robinson, the Public Utilities Commission and the able transit consultant, Marmion D. Mills.

Transportation is speeding up a bit. Schedules are being generally maintained. There is evidence of integrated planning for the future.

This is not to say that the Muni is a finished product. Great obstacles stand in the way of the kind of transit system for which the mayor is striving. The flow of private auto traffic alone is an almost insurmountable problem. The lagging street repair program is a handicap. The layout of San Francisco's down town streets was intended for horse cars and cable cars.

Yet, in spite of these and other obstacles, the San Francisco Municipal Railway is coming along very nicely.

More money is going to be needed. Improvements to any transit system are costly.

It is doubtful that the Muni, under its present fare structure, will ever show a profit.

Still, it is pleasant to have the assurance that our railway is on its way towards providing satisfactory mass transportation.

TROLLEY TOPICS

Vol. 6 JUNE 1951 No. 5

CITY & COUNTY OF SAN FRANCISCO
Elmer E. Robinson, Mayor

Published under direction of the
PUBLIC UTILITIES COMMISSION

Philip F. Landis, President
Sam McKee Victor S. Swanson
Edward B. Baron Donald A. Cameron

Adeline Svendsen, Editor
Charles L. Reed, Artist
Marshall Moxom, Photographer

REPORTERS

Jim Lewis John Whitney
John Hurst Ken Howard
Jim Bittles Marie Jaekicich
Emery Dutcher Vic Peterson
Joe Kennealy Dolores Shea
Jim Leslie Mary Swinney
Dick Griffin Elven Whipley
Harry Franklin Jack Wehren

Address communications to 1345 Turk St.
San Francisco 15, Attention Editor

SUPERINTENDENTS McDEVITT AND STRAWN TRADE PLACES

A switch in Division Superintendents has resulted in Ralph Strawn going to Geneva-Ocean and J. M. McDevitt being assigned to Kirkland.

There have been some changes in assignment of dispatchers also. Following are the divisions and the regular dispatchers at each location:

Geneva-Ocean: Skip Sawyer and Jim Bittles.

Potrero: Harry Franklin and Al Strelesky.

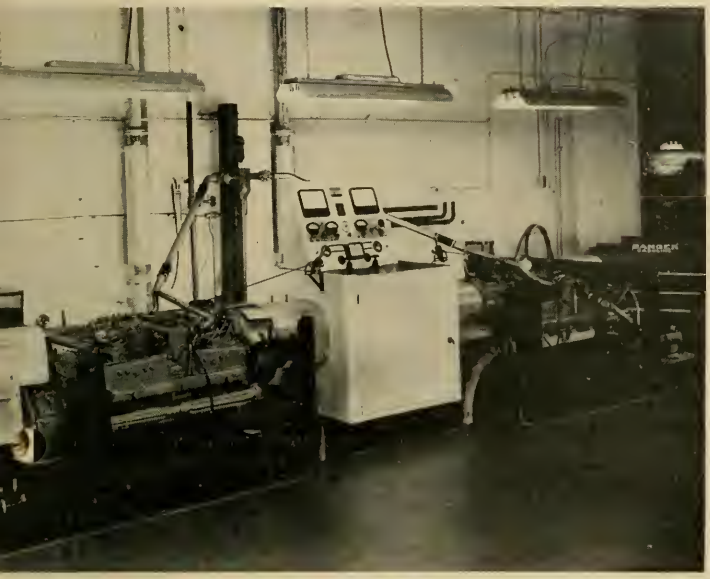
Kirkland Charlie Lassater and Elmer Maples.

Geary-Presidio: Bob Moyle and Emory Dutcher

Utah George Taylor and Jim Lewis

Washington-Mason Leo Dahl and Clarence Krueger.

TROLLEY TOPICS
MUNICIPAL S.F. RAILWAY
CHAS. L. REED
olume 6 JULY, 1951 No 6



The new dynamometer at the Utah Garage (above) permits thorough testing of rebuilt engines before they are installed on coaches. (Gordon V. Peterson photo.) The heavy-duty wrecker (below) is one of two newly acquired Diamond-T wreckers.

IMPROVEMENTS COMING FAST

Many Projects Under Way Throughout Railway System

Every day throughout the Municipal Railway system, improvements are under way. Not all of them are as costly or spectacular as some of the million dollar equqipment purchases and construction jobs which have taken place during the past few years. All of them are important to the operation of the Railway, however.

(Continued on page 2)

Below is a view of the cubicles which house the A.C. and D.C. equipment at the new West Portal substation. Motive Power Superintendent Fred Cook is pulling one of the circuit breaker units from its cabinet. Maneuverability of these heavy units permits greater ease in maintenance and repair.

Following is a brief report on the various projects now active or which have been completed recently.

Automotive Equipment

Some badly needed trucks and automobiles have been purchased, and delivery is nearly complete. The new vehicles include three White tower trucks for the Line Department; one GMC wrecker for Washington-Mason; two Diamond T wreckers for Geary and Ocean; one GMC armored car for the Money Room; two GMC 1-ton canopy trucks for the Track Department; four Mack 2-ton flat bed trucks, five 1½-ton flat bed trucks, and 13 Ford ¾-ton trucks to be used in the Track Department and at various locations throughout the Railway; and seven Ford Sedans for the use of executive personnel.

West Portal Substation

The new 2000 kilowatt automatic rectifier substation at West Portal has been completed and is in partial operation. It will supply power to the outer ends of the tunnel lines and eliminate the power loss now incurred in transmitting the energy from more distant sources.

Dynamometer at Utah

A recent addition to the Automotive Unit Overhaul department at Utah Garage is a 300 horsepower engine dynamometer. It provides complete run-in and accurate adjustment of rebuilt engines under actual road conditions before being mounted in the coach.

The 18 new Ford trucks are in use in various departments throughout the Railway. At the left is the 1½ ton flat bed, and the ¾ ton truck is shown at the right.

Twin Peaks Track Reconstruction

The contract for replacement of worn out track in the Twin Peaks Tunnel was handled by Eaton & Smith. The work was completed considerably ahead of the time limit set, and service interruptions during the construction period were minor. The reconstruction has resulted in a smoother, more comfortable ride for patrons of the tunnel lines.

Trolley System No. 47 Line

Government priorities on copper have resulted in some delay on the construction of the overhead wiring system. Severin Company, who is handling the job, is expecting delivery of the copper wire within a short time, and it is hoped that the line can be put in operation in the early Fall.

Motorization of Machine Tools

The Machine Shop at Elkton has been modernized by the removal of the overhead wheels and belts which formerly powered the machines and the installation of individual motors on each machine. This change has resulted in greatly improved working conditions as far as light and noise are concerned, and has improved the general efficiency of the shop.

The Mercury Arc Rectifier at West Portal Substation (left) is one of the main units which enables the station to convert A.C. current to D.C. power for use by street cars. The station is designed to supply eventually all power on the K, L and M lines from the tunnel entrance on Market Street to the ends of the lines. (Below.) This picture of the exterior of the station shows the main power transformer, which is protected by a steel fence. Work on the waiting stations is still in progress, but when the contractors have cleared away the debris, the structure will be quite attractive.

Elkton shops look considerably brighter since the machine tools were motorized and the overhead wheels and belting were removed. The picture below shows how the shops looked before this alteration.

Alterations to Geneva Offices

The work of remodeling the offices and gilley room at Geneva is due to be completed July 26th. The gilley room will be considerably enlarged, and the receiver's and dispatcher's offices will be rearranged to provide for more systematic handling of the work load.

Reconstruction Cable Car Tracks

The contract for replacement of the cable car tracks on Mason Street has been awarded to the Municipal Railway, whose bid was about 25 per cent lower than the next closest bidder. Our Track Department will start work there the first part of July, and hopes to complete the job well within the 100 day time limit.

Roof Reconstruction, Downtown Sub

The contract for re-roofing the downtown substation has been awarded to A. W. Baum, and the work will be under way shortly.

Mission Street Extension

The extension of the trolley coach line on Mission Street from Richland to San Jose Avenue will commence as soon as the necessary materials can be acquired. Abbett Electric Corporation has the contract.

Specifications for the trolley coach overhead on Ocean Avenue from Mission to Phelan are due July 1st.

Mission Substation

Plans are under way for the erection of another automatic substation to be located on outer Mission Street. The equipment for this station has already been ordered, and delivery is expected in the Fall.

New Trolley Coaches

The 40 trolley coaches on order from the St. Louis Car Company should start arriving soon. They are 48-passenger coaches and will cost $19,343 each.

Now PCC Cars

Delivery on the 25 Standard Single Unit PCC cars from the St. Louis Car Company is expected to commence next December. They will cost $34,940 each.

Waiting Stations at West Portal

New waiting stations are being constructed at the west end of the tunnel, one (for outbound passengers) as a part of the building which houses the new substation and the other (for inbound passengers) as a separate unit across the car tracks.

Intercommunication System

The inter-office telephones at Geary have been installed and provide a direct communicating system between the various departments, relieving the central switchboard of a heavy load of calls.

Washington-Mason Shop

The old lighting system and the shop motors at the cable car house are being modernized and converted to A.C. current.

Before the recent modernization, the maze of belts darkened the shop and created an incessant din. That's Machinist Arthur Hughes at the lathe in the foreground.

The picture at the left was sent to us by Shirley Gee, Secretary to Miss Cain's class at the Commodore Stockton School. The children built this bus out of cardboard, and the smaller youngsters used it in a play they gave at the Fairmont Hotel.

Here Are 5 Ways to Antagonize Customers; Passing Up Passengers Tops Complaint List

If there's any one thing that makes our passengers see red, it's being passed up by one of our vehicles. This indignity draws more complaints than any other offense.

A breakdown of the complaints received by the Municipal Railway over a three-month period shows the following categories topping the list:

Passing Up Passengers	192
Discourtesy	161
Inadequate Service, Delays, etc.	149
Transfer and Change Difficulties	133
Reckless, Careless Driving	97

These five faults accounted for 732 out of the total of 877 complaints received during the three months. If we could wipe out these five sources of dissatisfaction, we would reduce our complaints by about 90 per cent.

Passing Up Passengers

The Rule Book states, "Never pass up intending passengers while there is room for them to board." The passenger has a right to expect the first car or coach that comes along to pick him up. When it fails to do so, he feels rightfully abused. It is quite possible that we will lose him as a customer.

Always watch, too, at transfer points for intending passengers. There is nothing more disconcerting to the passenger than to see his coach or street car leaving just as he arrives at the intersection, compelling him to wait sometimes as long as 10 minutes for the next car or coach.

Discourtesy

There is no excuse for discourtesy on the part of our employees. As in any other business, we must learn to deal courteously with our customers no matter how irritating they may be. Disputes can be avoided if the operator is tactful and diplomatic.

Inadequate Service, Delays, Etc.

Management does not hold the operator responsible for delays which are due to shortage of equipment or other circumstances which are beyond his control. It is recognized that during the rush hour there are bound to be some individuals who will find the service inadequate. However, there are also many instances of delays due to failure of operators to maintain proper headways. When one operator runs sharp, there are dozens of passengers who are going to have an unreasonably long wait for his follower.

Transfer and Change Difficulties

These complaints often result from the passenger's ignorance of Railway rules, and the operator feels that he is only justified in upholding the rules. This is true, in one way, but it is also true that the Railway seldom receives a complaint in this category if the operator has informed the passenger of his error in a courteous manner. No passenger should be subjected to humiliation under *any* circumstances.

Reckless, Careless Driving

The comfort and safety of our passengers should be our first concern. Our operators are professional drivers, and complaints about their driving ability are a real reflection on the commodity which we sell.

SAFETY. ECONOMY. FREEDOM FROM DRIVING WORRY. These are the selling points in our campaign to gain more business. If our passengers become nervous or frightened due to reckless operation, we are jeopardizing the reputation which we are seeking to build.

WASHINGTON-MASON

A feuding, a fighting and a fussing! This heading could be used as a lead line for this month if it were true. It seems that old rivals were at it again, but in friendly fashion, at the big "E" not so long ago, as three of our gripmen battled it out with representatives of the California line in a gong-ringing contest. Though we emerged as runners-up in the duel, Gripmen *Dino Koulos*, *Don Craig* and *Jim Buskirk* swung a hefty gong rope . . . It appears that in our midst we are entertaining an unknown cartoonist who wields a brilliant pencil. Several of his drawings have graced the gilley room and as much as we would like to disclose his name, it is a lot safer to maintain silence . . . Our new turntable husky, Gripman *Joseph Emery*, sure can twirl a load car . . . *Stanley Kryspin*, it is whispered, has a secret use for the new drink called Yami Yogurt which he should pass on to the old-timers . . . To Conductor *George Cocoles*, who is retiring on July 1st, we wish the best of luck. His many years with us have been most pleasant for all.

Good Transit

1. GOOD PUBLIC TRANSIT PROMOTES BUSINESS. Every downtown owner or operator of a store, shop or office has an interest in how many and how well passengers are carried by public transit. Why? Because good transit service means more customers. It is generally conceded that approximately 80 per cent of all persons arriving and departing from business districts use public transit facilities.

2. IT HELPS SUSTAIN PROPERTY VALUES. Good transit service makes the business district readily accessible and more attractive to people. Only with such ease of access can a well-knit central business district continue and downtown property values be saved. Studies show that without good transportation. downtown business areas decentralize and property values decline.

3. CUTS TRAFFIC CONGESTION. Improved transit service offers a low cost solution to constantly growing traffic congestion. Public transit can and must be encouraged to develop so it can be brought into proper balance with private transportation. Otherwise our cities will face huge expenditures for street widenings, new thoroughfares, and other costly measures, all paid for by higher taxes.

4. AIDS COMMUNITY DEVELOPMENT. Well-planned improvements in public transit service help to assure sound development of communities and retard general community dispersion. All municipal services become more costly when communities explode into many small neighborhoods.

LINE DEPARTMENT

The day was warm but somewhat windy. The location, First and Market Streets. *Doc Augustini* was in the hole busily digging while Driver *Al Church* reclined on a nearby pile of dirt. Suddenly a breeze wafted two one dollar bills under Doc's nose which so surprised him that he stuck the two of them in his pocket. Startled, Church raised himself to a sitting position long enough to pick up two more that drifted by. *Ed Belasco,* who left the crew a few days earlier to go on the night shift, is reported somewhat better though still hysterical . . . The Line Department had a preview of their new line truck the other day. It contained so many startling new innovations that even its designer, *Brad Smith,* forgot how some of them worked . . . From the financial page comes a report that Lineman's Auxiliary *Con Cochran* won $246 in a local lottery. Among others cheering him at the wassail cup was Prohibitionist *Ed Brown.*

ATA Safety Award Presented to Municipal Railway During Conference in Baltimore

A special citation for outstanding achievement in the field of accident prevention in the transit industry was awarded to the Municipal Railway by the American Transit Association during a recent conference in Baltimore. The award was based on the Railway's 1950 record, which showed the greatest improvement of any company serving populations of 600,000 and over.

The awards were presented by James K. Knudson, head of the Defense Transport Administration. Receiving the citation on behalf of the Municipal Railway was Paul J. Fanning, Director of the Bureau of Personnel and Safety.

Administrator Knudson stated that the achievements in safety by the transit industry have been of the utmost importance to the national well-being. He declared that the DTA recognizes "a close relationship between safety and the provision of adequate transportation for the uninterrupted movement of defense workers. . . . Strict observance of all recognized safety practices will go far in conserving manpower, equipment and materials."

The American Transit Safety Awards were inaugurated in 1941 as a continuation of the American Museum of Safety and the Anthony N. Brady Memorial Awards, which had been presented in the transit field since 1914.

Winning companies are chosen on the basis of collision accidents per 100,000 miles operated and passenger accidents per 1,000,00 passengers carried. Separate competitions are conducted for five different population groups.

1950

AMERICAN TRANSIT SAFETY AWARDS

Special Citation

AWARDED TO

Municipal Railway of San Francisco

SAN FRANCISCO, CALIFORNIA

IN RECOGNITION OF THE GREATEST IMPROVEMENT DURING THE YEAR IN TRAFFIC AND PASSENGER SAFETY AMONG TRANSIT COMPANIES OF THE UNITED STATES AND CANADA SERVING URBAN POPULATIONS OF 600,000 AND OVER

American Transit Association, New York

At the right is a reproduction of the Special Citation for safety which was awarded the Municipal Railway at the American Transit Association Convention in Baltimore. Below, Paul J. Fanning, Director of the Bureau of Personnel and Safety, is shown receiving the certificate from James K. Knudson, Defense Transport Administrator.

EUGENE McISAACS - IS MAY "MUNI MAN OF THE MONTH"

FORMER SEALS CATCHER FINDS GOOD SPORTSMANSHIP PAYS OFF ON BOTH JOBS

"It really pays off to be courteous," says Utilities Manager J. H. Turner as he hands Eugene McIsaacs the $50 check. Left to right are Division Superintendent A. J. Schirmer, Mr. McIsaacs and Mr. Turner.

MAN OF THE MONTH

Being a professional baseball player and umpire is good training for a bus driver, according to Eugene McIsaacs, Utah Division operator, who is the latest winner of the $50 "Muni Man of the Month" award. "You get some boos from the customers in both jobs," he states with a grin, "but you have to learn to take it without griping yourself."

The popular driver seldom has any trouble with his passengers on the No. 15 line, however, and a great many of them have written in to commend him for his friendliness, courtesy and reliability. They like his habit of greeting them with a cheery "Good Morning" and the fact that he tries to keep his bus on schedule.

Mr. McIsaacs, 41, was employed by the Market Street Railway in December of 1933. Prior to that he was a catcher in the Coast League, playing for the San Francisco Seals and several other teams. During his early years with the Railway, he worked part of the year on the buses and in the summertime served as an umpire for the Far West and California State Leagues.

Sports writers in the local newsnewspapers, who remember Mr. McIsaacs from his baseball days, gave him quite a play. "It was no surprise to us that McIsaacs was recognized for his courtesy," states Will Connolly in the *Chronicle*. "He has more charm in his little finger than most of us have from soles to scalp."

Mr. McIsaacs received his $50 award last month in a ceremony in the office of Utilities Manager J. H. Turner. Also taking part in the presentation were R. J. Barbieri, vice-president of the National Safety Council and vice-president of the Bank of America; E. B. Sorensen of Fielder, Sorensen & Davis, the transit advertising firm which is donating the cash awards; and A. J. Schirmer, Acting Superintendent of Utah Division, who took George Lewis' place while he was on vacation.

A total of 795 commendations were received during May, according to Mr Turner Previous winners were: Francis F McMannus, Potrero, George Glassford, Kirkland; Delg P. Tufo, Utah; L. B. Delaney, Presidio, Walter F. Stone, Ocean, Joseph P. Sullivan, Geary; Edgar Newlon, Ocean, and Ethel Rutland, Geneva.

The list of those commended during the month of May follows:

Geary

Alfred Aaron, Lawrence J. Bapst, Fred G. Blacklock, George S. Bunner, Martin L. Deane, F. W. Eigenman, John H. Fitzgerald, Ethel A. Jeffers, Ernest A. Kienast, James Kelly, Homer F. Lemmon, Patrick McCarthy, Luther H. Milliken and Virgil S. Packard.

Geneva

Ashby Anderson, Arthur E. Beese, Timothy Cadigan, W. A. Cotrell, Ralph T. Coverdale, Mabel R. Day, Peter Diduch, John J. Domas, Albert F. Flieger, Carl R. Heistand, Paul G. Kuettner, James Leahy, Albert G. Maillard, James A. Malerbi, Santo Navarra, Frank A. Offen, A. Rigaumont and Austin H. Woosley.

Kirkland

Frank A. Barone, Alfred E. Barth, Jr.; Eddie L. Berkley, Roderick E. Betts, Bernard Blessing, Booker T. Brooks, Andrew Lee Brown, Freddie I. Brown, Roy E. Clapp, Leroy Daigle, Antonio DiCarlo, Miguel B. Erana, William J. Fay, John W. Fields, Robert H. French.

Elton A. German, Harry O. Gross, Vincent Groves, Harry E. Harvey, Milburn Heimsoth, Gene Henderson, William C. Henry, A. B. Howard, James P. Joyner, Martin William Kelly, Hyman Klezmer, Claude E. Manley, Barcley S. Massey, Paul J. Matelli, Elmer Merrill, George W. Michael.

William Michelini, Albert D. Oloan, Erline C. Pederson, Emil J. Pieroni, Thomas M. Pruette, Norris Pugh, Manuel Sanchez, Frank R. Stokes, Elmer Taylor, Roy M. Tulich, John P. Tustin, Jr.; Clyde J. Vassar, Lewis Walker, Louis Washington, Ray O. Watson, Alvin Whitaker and Columbus Williams.

Ocean

Patrick O. Altieri, James K. Andronis, Daniel J. Barrett, Frank E. Bauer, Owen W. Borden, James P.

Brasesco, Earl Castillo, Henry L. Cologne, Martin R. Cortesi, Dominic Costantino, Earl Costillo, Chester Crawford, George W. Cushing, Ernest V. Dakin.

John O. Denman, Jr.; Oliver B. Drury, Joseph C. Duarte, Albert Dubrovich, Robert R. Eisenman, George L. Ford, Elias P. George, Raymond C. Gnecco, Thomas Gowanlock, William H. Hage, Herbert J. Harman, Cecil Ray Johnson, Robert C. Jones, Oran S. King.

William E. King, E. S. Koumakis, Edward A. Liggins, Louis D. Lofton, Edward John Long, Lynn Lovvorn, Thomas McGrath, Charles A. Maguire, Roy D. Mason, Ernest P. Massola, William F. Mayer, Harry T. Nelson, Henry L. Ochesky, William O'Neill, Jr.

A. W. Pendergraft, Frank D. Petiti, Jacob R. Quistad, Martell Randall, Martin Reichert, Charles Sarcander, Bernard P. Saxon, Louis F. Scholz, Frederick H. Shere, Reginald Simpkins, Joseph Sinigiani, Armand St. Jean, Walter Stone, Walter J. Tompkins.

James J. Treanor, Delg Paul Tufo, Noe M. Vermeulen and Marvel O. Wren.

Potrero

William C. Abbott, James C. Albee, Ricardo C. Aragon, Robert Bailey, Luree A. Baker, Greene C. Belcher, H. E. Blanchard, R. Bloomingdale, Gerald N. Casavant, Roby T. Conrow, Harold E. Curry, James E. Daniel, Richard E. Eggert, Lee S. Falls, Alfred J. Giordano.

Eddie Havens, George I. Hines, Walter Hines, Will A. Holt, Harold C. Hunt, George D. Jacobs, Edwin Jostmeyer, John H. Kirby, Leopold Koenig, Wilfred Lopez, Laverne C. Mogensen, Joseph Montaleone, Raymond S. Moses, Edward J. Mullane, E. Prendeville, Glenn B. Roberts.

Alfred W. Seltzer, Vincent Senatore, Eugene Southworth, William C. Thode, Johnnie Walker, Herbert A. Webster, Paul M. Williamson and Walter J. Young.

Operator McIsaacs is known not only for his courtesy but for his excellent safety record as well. Here E. B. Sorensen (left), a judge in the contest and donor of the cash prize, and R. J. Barbieri, vice-president of the National Safety Council, compliment Operator McIsaacs on his fine work. Mr. Barbieri is admiring the Safe Driver Award which Mr. McIsaacs wears.

Presidio

Luckey E. Bailey, Martin E. Baker, Samuel Barone, Ralph H. Bixler, James J. Brackett, Ulick P. Burke, Oscar F. Carlson, Walter H. Costa, Thomas S. Cullen, Lilburn B. Delany, Voris Derryberry, Tony L. Edwards, H. D. Evans, Robert Lee Evans, Gordon H. Fendel, W. G. Gillette, Harry L. Gordon, William C. Gordon, Jacob Grabstein, Arthur I. Halinen.

Phillip R. Harris, Elmer Harrison, Emmett Hozay, Paul L. Jackson, Charles S. Justus, T. J. Kosar, L. K. Levy, Angelo P. Lundardi, Joseph McCowan, Francisco Olivo, Leroy Patrick, Alfred Donahue Pendleton, T. R. Poulson, George L. Prior, Walter Schilber, Raymond Shiver.

William Herman Smith, Ervin M. Smitten, Howard C. Welch and George A. Williams.

Utah

R. L. Aitchison, Sr.; Geno H. Barni, Otho Eugene Baty, John L. Bechtold, Bruno P. Berti, Ralph H. Burmayer, Kato W. Colemen, Jr.; P. T. Dalton, William H. Franks, Joseph Leo Gollob, Peter P. Lemieux, F. C. Marshall, Raymond St. L. MacDonald.

Eugene W. McIsaacs, Robert McQuillan, Morris Newman, Edwin John Peche, Lynn M. Peterson, Harold R. Pewitt, Nick P. Revello, Fred T. Riegert and Arthur Vittori.

Washington-Mason

Joseph N. Loftis and John A. Stewart.

OUR SISTER UTILITIES

Lou Perrin, retired Sr. Electrical Engineer, didn't stay out of harness long. He is back hard at it with the DeLeuw Cather Company in Chicago and likes it a lot, from all reports. . . . Congratulations and best wishes go to *Fred ReQua,* recently appointed Sr. Electrical Engineer. Fred's headquarters will be at 425 Mason now, and *J. C. Painter* has taken over Fred's desk out at the Railway. . . . Sorry that the energetic and voluble *Arnold Goobich* is no longer with Hetch Hetchy Engineering. . . . *Walter Jones, Bill Eisenberg* and *Harold Blumenthal* have moved in from "Lower Slobbovia" to the Fifth Floor. Walter is pinch-hitting for *Bill Helbush,* who is on the sick list. . . . *R. B. Hansen* is back in the office after a long sojourn in the hospital and is now proudly displaying his diploma of "Mystic Order of the Itching Stitch." . . . *Booker "Andy" Anderson* is our new Office Assistant on the Fifth Floor. . . . *Carl Cooper,* Water Department Engineering, is on a leave of absence and will work in Tokyo for about one year. . . . *Bill Benard,* former draftsman with the Water Department, has just returned from 14 months in Tokyo and Okinawa. . . . The boys down at 425 Mason are raving about the fine time they had at their annual stag outing held at Skippy's Hacienda Inn. The association has had a lot of outings in the past 15 years, but this one topped them all, according to Secretary *Ray Jones.*

COURTESY FINALISTS CHOSEN FROM 795 COMMENDATIONS RECEIVED IN MONTH OF MAY

Letters were received from 795 passengers in the May "Muni Man of the Month" contest. The judges chose Gene McIsaacs as the winner, and the following men were listed as runners-up:

Owen W. Borden, Ocean Division, No. 14 line, who has been with the Railway since 1946.

William C. Gordon, Presidio Division, No. 30 line, who has been employed for three years.

Vincent Groves, Kirkland Division, No. 45 and 55 lines, who joined the Railway in 1948.

Eddie Havens, Potrero Division, No. 41 line, who has been employed since 1926.

Hyman Klezmer, Kirkland Division, No. 32 line, who joined the Railway in 1925.

Paul G. Kuettner, Geneva Division, "J" line, who has been employed since 1917.

Frank A. Offen, Geneva Division, "K" line, who has been employed over 37 years, starting in 1914.

Glenn B. Roberts, Potrero Division, No. 6 line, who started in 1922.

Vincent Senatore, Potrero Division, No. 41 line, who has been employed for over 10 years.

R. H. Simpkins, Ocean Division, No. 26 line, who is in his sixth year with the Railway.

James J. Treanor, Ocean Division, No. 11 line, who has been employed since 1927.

Owen B. Borden

William C. Gordon

Paul G. Kuettner

Frank A. Offen

SYMPATHY

(We are sorry to report the deaths of the following fellow employees. Sincere condolences go to the families.)

Buster Brown Jones, Potrero Operator, died June 12th while on military leave. He was on the destroyer *Walke* when it struck a mine off the east coast of Korea, killing 26 men. It was the worst United States naval disaster of the Korean war. Operator Jones was employed June 25, 1947, and had been on leave since August 25, 1950.

Charles Maree, Geary Conductor, died of a heart attack on May 2nd while on his vacation. He was a native of Ireland and was 50 years old. He was a Charter employee, starting with the Market Street Railway on August 20, 1928.

Ariel C. Samuels, Ocean Operator, died May 20th at San Francisco Hospital from burns suffered when the gasoline tank of his automobile exploded. He was 35 years old and left six children. He had been employed since August 20, 1950.

James W. Davies, former foreman at the Turk-Fillmore carhouse, died on April 21st. He had suffered from heart trouble for several years, but had been active till the time of his death. He had been with the city's transportation system since 1903.

Seth E. Thompson, retired Geneva Conductor, died June 5th at the Sawtelle Veterans' Hospital. He had had 42 years in the Market Street and Municipal Railway systems, starting in 1904, and was 70 years old at the time of his death.

Retirements

Name	*Classification*	*Employed*	*Retired*
James Joseph Hynch	Geary Motorman	2- 8-23	5- 2-51
Jerry J. Lynch	Geneva Motorman	2- 7-51	7- 7-21
Karl L. Markussen	Ocean Operator	5- 7-28	5-14-51
Willis M. McMillan	Auto Machinist	10- 4-21	5-25-51
Abraham Reznik	Geary Motorman	3- 8-15	5- 6-51
Cleveland Starke	Geneva Motorman	7-31-28	5-13-51
Joseph P. Sullivan	Geary Conductor	10-19-22	5-16-51
Jacob Willman	Geneva Motorman	10- 8-17	6- 1-51

Vincent Groves

Eddie Havens

Hyman Klezmer

Vinvent Senatore

R. H. Simpkins

James J. Treanor

OFFICE CHITCHAT

Edna Wilkins is proud to announce another addition to the Wilkins family, a great grandson, Michael Stafford. Mike first rubbed his little eyes on June 4th . . . *Bill McCabe* topped the list for Senior Tab Operator, the spot vacated by *Con Murphy* . . . *Ann Burke* has returned to the wild whirl of the phone room after a rather lengthy illness. Ann says that she feels like a fly in a watermelon—in the pink! . . . *George Tilton* relinquished his job as a B222 to don a police officer's uniform. *Bill Doyle* gave up his traffic checker's position to go to the Sheriff's office. *Raleigh Kelly* has joined the traffic checker's group. *Elsie Adams* comes from the Board of Education to accept a comptometer operator's call in Trip Sheets . . . *Betty Ann Hodgson* won a classy trophy for shooting the high game in the "711" League at Downtown Bowl. This lassy with a chassis really scatters the maples, and is currently sporting a 165 average, far better than most of the so-called strong sex at the railway . . . Summer being on the calendar, if not in the air, the dolls and dulls are roaming yon and on, making their annual vacation treks. *Midge O'Reilly* combed all the beaches of Carmel without having a single brush with an artist. *Bert Clarke* grabbed himself a few snores up in Sonora. *Leo Burns* thumbed his nose at Punch's famous advice to a man about to be married. Leo took on the handcuffs in Minneapolis. *Merlin Henry, Remo DeLuca, Ted Green, "The Dapper Duke" Ormsby, Bill Ratto,* and others spent a hectic week-end up at Hetch Hetchy. *Stella Wong, Dagmar Hausmann, Laura Byers, Grace Blais, Tom Dolan, Al Felder, Marshall Moxom, George Watson* and *Lloyd Imeldi* also took part of their annual holidays.

GEARY DIVISION

Superintendent *Al Schirmer* took over the duties at Potrero, 24th Street and Washington-Mason Divisions while Superintendent *George Lewis* was on vacation . . . Operator *H. Lyons* is the proud father of a baby girl; mother and baby are doing fine . . . Heard someone say, "Hello, Nosy!" Just wonder who that operator could be . . . Operator *F. A. Barker* has been called for military duty . . . Conductor *C. J. Wade* got his transfer to Relief Receiver at this division . . . Motorman *P. Ward* will be leaving us July 1st. He says they are chasing him out. We all will be sorry to see you leave, Pat . . . It is reported that *Ivy Hester*, Central Control Inspector, had curly golden locks when he was a baby. Let's prove that and see them, Ivy.

Six Motor Coach Routes to Be Revised Now; Other Lines Due for Revision in Early Fall

With the objective of bringing service on all lines to a uniform standard, certain changes in rourings have been approved by the Public Utilities Commission and will go into effect soon. The revisions conform in general with rhe recommendations conrained in Col. Marmion D. Mills report to the Commission, reviewed in rhe June issue of *Trolley Topics.* They include:

1. Revised routings involving lines 15, 25, 29, 42, 50 and 52. This change will go into effecr some rime in July. The routes and map are shown on rhe opposite page.

2. Revised routings of the 6, 7, 71 and 31 lines. This change is expected to be effected in the early Fall. The routes and map will appear in a future issue of *Trolley Topics.*

3. Extension of the No. 26 bus line. This line will be extended from Van Ness Avenue and Market Street to Fifth and Jessie Streets, effective probably in the early Fall.

These revisions should bring about considerable improvement in service in the areas served. Change No. 1 involving the Third Street, Bay Shore and Visitacion Valley lines was evolved after considerable study of the routes and service. Examination disclosed uneven headways and considerable variation in coverage.

For instance on the No. 15 line, through service was provided between Geneva and Mission and the downtown area during the rush periods and at night, while during the day base, the Visitacion area operation was performed by the No. 29 line. In addition, the No. 15 line had two branches and trips on these branches were scheduled at irregular intervals.

Similar conditions prevailed on the other lines. Scheduling became so complex that both public and operators were confused.

According to David D. Canning, former Superintendent of Traffic, who made the original study of the routes, a fundamental principle in routing prescribes "establishment of through routes in a direct manner with appropriate turn-back points."

"In instances where split-leg routes are contemplared," he srates in his report, "it is sound reasoning to discourage such routings unless the load factor on each of rhe legs is fairly well balanced. Otherwise, good practice dicrares rhat shurrle service be inaugurated on the weaker of rhe two branches." The new routings have been planned in accordance with these principles.

The changes which have been approved by the Commission are the first step in implemenring Col. Mills' recommendations for completing the rehabilitation of the Railway. At the time he made his recommendations, the Colonel asked that a $12,000,000 bond issue be submitted to the voters to finance the remainder of the program. No action has been taken on the proposed bond issue. However, the Commission has accepted the Colonel's report and has instructed him to proceed with such parts of the program as can be done without further capital expenditures.

RELAX! SCHOOL'S OVER

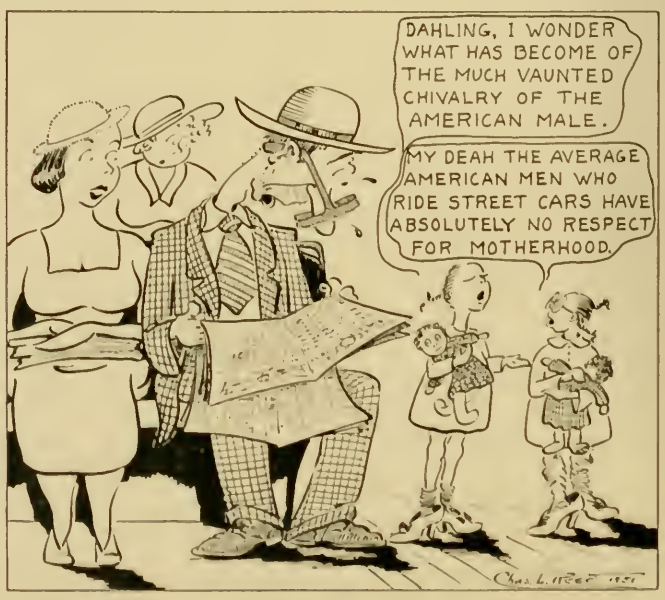
We know that most of our operators brearhe a sigh of relief when school is over and rhey no longer have ro cope with loads of unruly youngsters. By rhe rime the last day of school arrives, ir's all the operaror can do to refrain from banging their little heads together.

However, ir's nice ro know rhat our services ro rhe children are appreciated. Following is an excerpt from a letter written by a teacher at one of rhe primary schools, and ir's typical of a number of lerters from schools and organizations thanking us for the consideration shown to children by most of our operators.

"The teachers responsible for rhe children on these daily trips could not but notice the efficienr manner in which the Bus Operators handled this assignment. They were prompt, careful and cautious, but above all were extremely conscious of the comfort and safety of the children.

"In the name of the children and teachers, I would like to express our deep appreciation to you and rhe operators for this splendid cooperation in handling so expeditiously the problem of transporting these children."

We want to thank Miss Rosalie Jacquemet of Hillcrest School and the many other who have written in a similar vein for their confidence in us.



ROUTE CHANGES TO BE EFFECTIVE JULY 15TH

Following are the revised motor coach routings which will go into effect on July 15th:

No. 15 (Third Street)

From Stockton and North Point via North Point, Powell, Broadway, Kearny, Third Street, San Bruno, Bayshore, Visitacion, Hahn, Sunnydale, Santos and Geneva to Mission. RETURNING via Mission, Amazon, London, Geneva, Santos, Sunnydale, Hahn, Visitacion, Bayshore, San Bruno, Olney, Third, Kearny, Broadway, Powell, Bay and Stockton to North Point.

No. 25 (Bryant)

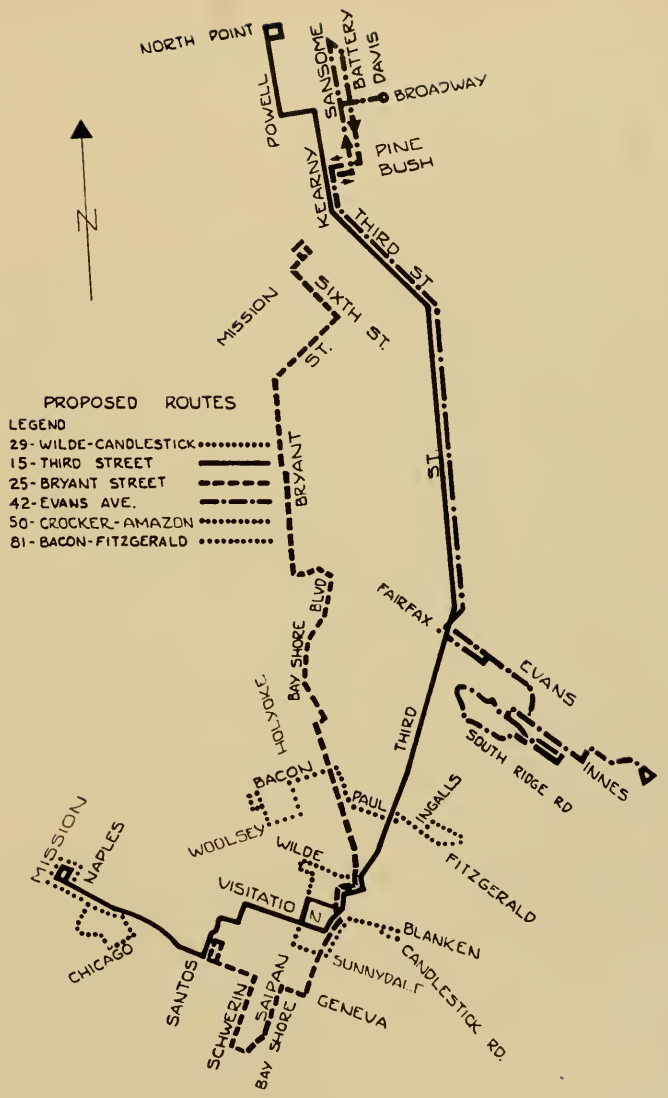
From Fifth and Jessie via Fifth, Mission, Sixth, Bryant, 25th, Potrero, Bayshore, Silver, San Bruno, Bayshore, Geneva Saipan, Iwo Jima, Schwerin and Geneva to Santos. RETURNING via Santos, Velasco, Castillo, Geneva, Schwerin, Iwo Jima, Saipan, Geneva, Bayshore, San Bruno, Silver, Bayshore, Army, Bryant, Sixth, Mission, Mint and Jessie to Fifth Street.

No. 29 (Wilde-Candlestick)

From Third and San Bruno via San Bruno, Harkness, Goettingin, Wilde, Delta, Tioga, Rutland, Sunnydale, Bayshore, Blankin, Gillette, Lathrop and Candlestick to Blankin. RETURNING via Blankin, Tunnel, Bayshore, Sunnydale, Rutland, Tioga, Delta and Wilde to San Bruno.

No. 42 (Evans)

From Chestnut and Sansome via Sansome, Embarcadero, Battery, Pine, Kearny, Third, Phelps, Fairfax, Lane, Evans, Hunter's Point, Innes, Donahue, King and Robinson to Spear. RETURNING via Robinson, King, Donahue, Innes, Hunter's Point, Evans, Third, Kearny, Bush and Sansome to Chestnut. Also, from Sansome and Broadway via Broadway to Davis and returning via Broadway to Battery. Also, from Innes and Hunter's Point via Innes, Middlepoint, Harbor, Northridge, Jerrold and Earl to Kirkwood and returning via Kirkwood, Southridge, Harbor, Middlepoint and Innes to Hunter's Point.



No. 50 (Geneva)

From Geneva and Mission via Mission, Amazon, London, Geneva, Naples, Prague, Cordova, Chicago Way, South Hill and Geneva to Mission (continuous trip).

No. 81 (Bacon-Fitzgerald)

From Bacon and Princeton via Princeton, Wayland, University, Woolsey, Holyoke, Bacon, San Bruno, Paul, Third, Keith, Fitzgerald, Ingalls, Donner and Double Rock to terminal on Fitzgerald at Ingalls. RETURNING via Fitzgerald, Jennings, Gilman, Paul, San Bruno, Bacon, Holyoke, Woolsey and University to terminal at Bacon and Princeton.

MR. PAUL OPPERMAN
DIR. OF PLANNING
100 LARKIN ST.
CITY 2

POSTMASTERS:
Forwarding or return postage, or notification (with key) or form 3547 guaranteed
TROLLEY TOPICS
901 Presidio Avenue
San Francisco 15

Sec. 34.66 P. L. & R
U. S. POSTAGE
PAID
Permit No. 4632
San Francisco, Calif.

UTAH DIVISION

Operator *Henry Ertman* and family spent their three weeks vacation in Washington and British Columbia. Henry, who is now back on his favorite Eureka route, had many favorable reports of the vacation and scenery . . . Having a second "Muni Man of the Month" from this division gives the Utah personnel much to be proud of. The recent selection of Operator *Gene McIsaacs* to this much coveted honor confirms the tradition of the division where the phrase, "Service with a smile," is forever predominant . . . Congratulations to Operator and Mrs. *A. J. Parfitt* on the recent arrival of a baby boy. This makes a total of three fine sons for the Parfitts . . . Congratulations are also in order for Operator and Mrs. *Elvin Cunningham*, who became the proud parents of their first baby girl. Elvin had us worried for a while, but he finally survived the ordeal . . . Operators *C. Manning* and *J. Silverman* must have something in common. Could it be the wonderful scenery in Reno or just the usual fishing trips? . . . Operators *Peter Velasquez* and his beautiful wife spent their vacation in Tia Juana, Mexico. Pete says the only thing wrong with his vacation was "it wasn't long enough" . . . A recent recruit to the Utah Division is Operator *Bob Smith*, who spends his leisure hours training homing pigeons for Civilian Defense.

MUNICIPAL RAILWAY GETS FAVORABLE PUBLICITY AT SPOKANE ATA CONVENTION

The Municipal Railway was unable to send an official representative to the recent regional convention of the American Transit Association held in Spokane, Washington. However, the Railway was represented by an "ambassador" in the person of George Skipton of the Westinghouse Electric and Manufacturing Company.

Mr. Skipton was able to give the delegates a comprehensive picture of the rehabilitation program which has taken place in San Francisco. He read a very interesting and thorough report prepared by L. V. Degnan, retired Sr. Civil Engineer, and showed a set of impressive color slides taken by Charles Maury, Architect.

Representatives from other transit companies, who had heard something of the vast modernization program but had not realized its extent, were most favorably impressed with Mr. Skipton's presentation.

TROLLEY TOPICS

Vol 6 JULY 1951 No. 6

CITY & COUNTY OF SAN FRANCISCO
Elmer E. Robinson, Mayor

Published under direction of the
PUBLIC UTILITIES COMMISSION

Philip F. Landis, President
Sam McKee — Victor S. Swanson
Edward B. Baron — Donald A. Cameron

Adeline Svendsen, Editor
Charles L. Reed, Artist
Marshall Moxom, Photographer

REPORTERS

Jim Lewis — John Whitney
John Hurst — Ken Howard
Jim Brittes — Marie Jackicich
Emery Dutcher — Vic Peterson
Joe Kennealy — Dolores Shea
Jim Leslie — Mary Swinney
Dick Griffin — Elven Whelpley
Harry Franklin — Jack Wehren

Address communications to 1345 Turk St.
San Francisco 15, Attention Editor

These members of the Woman's Auxiliary Transport Service have been taking a refresher course at the Potrero carhouse under the direction of Instructor Clarence Lahey. The women are a part of a group of 115 former Navy drivers who have volunteered to serve as emergency drivers of heavy vehicles in event of disaster. The WATS is a unit of the S. F. Disaster Council's transportation division, headed by Col. Fred M. Fogle.

TROLLEY TOPICS
MUNICIPAL S.F. RAILWAY

ne 6 AUGUST - SEPTEMBER, 1951 No. 7

Gen. Manager Wm. H. Scott Says Goodbye To Hundreds of Employees and Friends Acquired During 38 Years' City Service

During his final day in the office at 2600 Geary, General Manager William H. Scott was visited by groups of employees and friends who came to thank him for past kindness and to wish him well in the future. Tess Taylor is shaking hands with Mr. Scott while standing left to right are Florence Johnson, Bob Johnson, Margaret Curtin, Prim Patterson, Anna Keister, Jim Byrnes, Jim Dickinson, Dolores Shea and Joe Guidi.

The last day on the job after 38 years can be a sad one in some respects, but for General Manager William H. Scott, who retired on August 1st, it was also a heart-warming one. All during the day people dropped in to pay their respects to the popular executive, who had made so many friends both among his own employees and those outside the Railway.

In a general notice issued shortly before he left, Mr. Scott voiced his thanks for the loyal service of the Railway personnel and asked that it be continued under the leadership of the new Acting General Manager, C. D. Miller.

"At this time," he stated, "I would like to express to fellow officials and to the entire operating force of the Municipal Railway my sincere appreciation for their cooperation and loyalty to me over my nearly 39 years of active service with the Municipal Railway.

"I earnestly ask that all employees render the same loyal service under Mr. Miller's direction as that given under mine, in order that the Municipal Railway may continue to occupy the high standing that it now does in the affairs and development of our great city, San Francisco."

When Mr. Scott joined the Railway as an auditor in 1913, the city transit system had been in existence less than a year. Starting with 10 street cars and a handful of employees, the Railway has grown to a $20,000,000 a year business, employing over 3000 persons and operating 1100 vehicles. Mr. Scott meanwhile rose from his $150 a month starting salary to his present $15,000 a year.

As General Manager for the past 11 years, Mr. Scott has had his share of headaches. The shortages of labor

(Continued on Page 2)

and material during World War II caused considerable hardship, and it was during this difficult period that the Market Street Railway Company was added to the city's transit system. The equipment bought from the private concern was in a state of imminent collapse, but it had to serve for the next few years until replacement was possible.

Criticism of the over-burdened transit system was widespread. Later, when a rehabilitation program was finally made possible, the difficulties encountered during the modernization process itself led to more rather than less resentment.

However, now that the program is nearing completion, the Railway is being viewed more kindly, and San Franciscans are beginning to realize that they have one of the finest transit systems in the world.

This is the goal that Mr. Scott has been seeking. He would have liked to remain on the job until the modernization program was entirely finished, but his doctor has advised that he not defer his retirement any longer. However, Mr. Scott can leave with the feeling that his accomplishments are finally being recognized and appreciated.

COMMUNITY CHEST ASKS SUPPORT IN VITAL WORK

The Community Chest has a bigger job than ever this year. In addition to the many agencies it supports — the Girl Scouts, the YMCA, the Salvation Army, and all the other health and welfare services in the city — the Red Feather will raise $18,000,000 to carry out the United Defense Fund program.

Your help is needed. Give to the Red Feather services — and give enough.

The "Grand Opening" of the new West Portal substation found many Railway and Westinghouse Company officials on hand for the ceremony. In the large picture, standing from left to right, are F. W. Beichley, Westinghouse; J. C. Painter, Electrical Engineer; George Skipton, Westinghouse; A. O. Olson, General Manager & Chief Engineer Hetch Hetchy Water Supply and Public Utilities Engineering Bureau; Carl Spain, Westinghouse; Harold Mayers, Powerhouse Electrician; Fred Cook, Acting Superintendent of Motive Power; Charles D. Miller, Acting General Manager; William D. Ratto, Instructor; Steve Dzendzel, Westinghouse; K. L. Howe, Westinghouse; Fred ReQua, Sr. Electrical Engineer, and John Carlson, Assistant Electrical Engineer. Kneeling in front are John Ryan, Superintendent of Track, Ways & Buildings, and Paul J. Fanning, Director Bureau of Personnel and Safety. In the inset, Mr. Miller is turning on the switch as Mr. Painter and Mr. Cook witness the historic moment. The new unit is the first automatic station to be put in operation by the Railway. All the other substations require an operator in attendance at all times.

Retirements

Name	Classification	Employed	Retired
Harambos Araboglou	Geary Conductor	12- 4-22	6-28-51
William Cahill	Geneva Conductor	11- 5-17	7- 1-51
George P. Cocoles	Wash-Mason Conductor	4-30-23	7- 1-51
John Coleman	Geneva Motorman	8- 7-20	7- 1-51
Pierre V. Ewert	Geneva Motorman	5- 6-18	7- 1-51
Ernest Farrenkopf	Auto Mechanic	2-26-24	5-17-51
James M. Fenton	Geneva Conductor	3- 9-15	7- 1-51
Daniel J. Griffin	Trackman	2-30-40	6-30-51
John Kelleher	Geneva Motorman	8-23-18	7- 1-51
Patrick O'Connell	Trackman	3- 9-34	6-30-51
Thomas F. O'Dea	Geneva Conductor	5- 4-18	7- 1-51
Daniel O'Riordan	Trackman	4- 7-24	7-31-51
Alfio Pennise	Geneva Conductor	10-27-30	6-26-51
Earle J. Porter	Janitor (former S102)	1-23-14	7-31-51
Samuel Z. Rothman	Car Cleaner	3-15-22	12-31-50
Jeremiah Shannon	Geneva Motorman	10-11-18	7- 1-51
Robert J. Taylor	Geneva Motorman	6-28-20	7- 1-51
Ellis M. Ward	Geary Motorman	2-26-23	7-16-51
Patrick Ward	Geary Motorman	2-14-15	7- 1-51
Wm. H. Wilson, Jr.	Geary Conductor	1-30-25	6-16-51
Henry E. Wuestefeld	Geary Conductor	2-11-15	7- 7-51
John J. Wynn	Geary Motorman	8- 5-18	7- 1-51

GARAGE EXHAUST

Bud Soward took another trip this Summer and following is the report he made to the gang: "As usual we were caught in commuter traffic and reached Tahoe late. One cabin bed available. We slept on the ground. Museum at Carson City is most interesting part of what has our permission to remain the 'Smallest Capitol City in the U.S.' Don't wait for a turn at the one-armed bandits in Reno. Fight. Watched a mother maneuver two small children, ice cream cone, large handbag and two machines with same aplomb she probably shows when roping a steer, for which she was dressed. Roger wanted to see desert in daytime. He knows now why rabbits are killed on highway at night only — too hot to race cars in daytime. Lamb's Canyon, near Salt Lake City, has many fine picnic spots — after most dusty ride since Pioneers came. Big Cottonwood Canyon is world renowned for scenic beauty and has millions of deer flies. Thirty per cent of U.S. copper comes from world's largest open face mine reached by auto through mile and a quarter tunnel — one-way and spooky. Viewing platform of mine was designed for 50 to 60 people. Eight bus loads and three dozen autos full were with us. Great Salt Lake is no place to swim — 21 per cent salt and blinding. Bear Lake is bordered by a quaint farming community. Cows are driven along highway by barefoot girls who think tourists love that three-mile gait. Soul-satisfying view of lake was more than offset by gnawing in our innards which was not satisfied until Jackson, Wyoming. Jackson, where we forgot the credit card. Yellowstone was reached by a wonderful highway followed by the best frame-twisting, spring-breaking, body-rolling detour known to civil engineers. Twenty miles in two hours. Old Faithful is regular —34 to 92 minutes dependent upon rains of past two or three years. Most luxuriously coated bears in America insisted on roadside lunch with us. Yellowstone Falls present a beautiful sight through raindrops as big as silver dollars. Norris Junction was reached by 11 miles of spectacularly scenic road. Drivers don't take their eyes off the road. Partly one-way and no guard rails. At Henry's Lake, you can catch limits of fish any time — also mosquitoes by hatful. Blackfeet Indians have bodies to match feet. Rivers run underground hundreds of miles in that area. Highway should. Roger, then Richard, became seasick after long, hot, hot jump from Yellowstone to Twain Harte. Bat with 16-inch spread subtracted time from my sublime slumber at 2:00 a.m. My wife became seasick after reaching S.F. and I, to this day, think there are wheels going round on each side of me -— or are they in my head?"

VERNON W. ANDERSON HAS JOINED RAILWAY AS SUPT. OF TRAFFIC

Vernon W. Anderson, formerly with the Duluth-Superior Transit Company of Duluth, Minnesota, has joined the Municipal Railway as Superintendent of Traffic. The position was vacated last spring when David D. Canning resigned to return to Los Angeles Transit Lines.

Mr. Anderson, a robust Scandinavian with a twinkle in his eye, has already won many friends throughout the system. His enthusiasm for the city itself and his work in particular is demonstrated in all his conversation.

The new schedule chief has had 26 years of experience in the transit business. He was initiated into the industry in 1925 as a conductor on the "business end" of a two-man car while still attending college. He later had experience as a motorman, one-man car operator, motor and trolley coach operator. He was assigned to the Operating Department office in 1928 where he held various supervisory positions. In 1940, he became head of the Schedule and Traffic Department, the position which he retained until he accepted the San Francisco assignment.

Mr. Anderson says he is looking forward to his work with the Municipal Railway. "We have an excellent staff here," he states, "and everyone has been most cooperative. San Francisco has its problems, as does every city,—but that's all a part of the job."

The Anderson's have two children, a daughter, Dorothy, who is planning to enter one of the universities here to complete her senior year, and a son, Robert, who has already graduated from college and has made his start in the business world as a salesman.

REGINALD H. SIMPKINS WINS JUNE COURTESY AWARD

BUS OPERATOR ACHIEVES POPULARITY WITH "EXTRA SERVICE" TO PASSENGERS

Reginald H. Simpkins, Ocean Division Operator, became the 10th winner of the "Muni Man of the Month" award as the result of commendations received during the month of June. It is not the first time that Mr. Simpkins has been considered for the award; he has been a runner-up in three previous contests. And prior to that, ever since he was employed by the Railway in 1945, he has had a consistent record of commendations for his outstanding courtesy and efficiency.

The "extra service" he gives his customers has been the subject of frequent comment. Letters arrive constantly praising the manner in which he calls out the streets and transfer points along his route. Summing up the general feeling among his patrons is this excerpt from a letter from one of his riders:

"I have ridden with him many times, always in the rush hours, and he never loses his dignity or his efficiency. . . . With all this he has time to smile and his sense of humor is so outstanding that it is a real pleasure to ride on his bus."

Mr. Simpkins received his $50 cash prize in Utility Manager J. H. Turner's office. Present at the brief ceremony were Railway Manager William H. Scott; E. B. Sorensen of Fielder, Sorensen & Davis; A. E. Archibald, a vice-president of the National Safety Council and president of the San Francisco Federal Savings & Loan Association, and Ralph Strawn, Ocean Divison Superintendent.

A total of 575 commendations were received during June. Previous winners were: Francis F. McManus, Potrero; George Glassford, Kirkland; Delg P. Tufo, Utah; L. B. Delaney, Presidio; Walter E. Stone, Ocean; Joseph P. Sullivan, Geary; Edgar Newlon, Ocean; Ethel Rutland, Geneva, and Eugene McIsaacs, Utah.

The list of those commended during the month of June follows:

Geary

James F. Barrett, Jules F. Cornac, Martin L. Deane, John H. Fitzgerald, Harold C. Giese, Theodore Hanges, Ivan L. Harness, Robert Irving, Ethel A. Jeffers, Nathan Q. Jones, T. V. Knudsen, Patrick McCarthy, Cyrus C. Palmer, Harry Richardson, Joseph Sabato, John M. Tucker, Dorothy A. Wilson, and Ray Allen Wormell.

Geneva

Ashby Anderson, Vance C. Boyer, J. J. Campion, Leonard Campisi, Leonard Cristiani, Mabel R. Day, John J. Domas, Alfred G. Fuller, Patrick J. Giblin, Joseph E. Hood, Paul G. Kuettner, Wilfred J. McHugh, Leslie B. Mickell, J. J. O'Brien, Frank A. Offen, J. A. H. Peterson, Walter Rabenorth, Harry Schwartz, John C. O. Weiter and Frederick Williams.

Kirkland

Teofilo T. Aragon, Frank A. Barone, Emilo D. Boschetti, William E. Burden, Burton D. Byron, Frederick A. Carey, Roy E. Clapp, Julius Cowan, Curtis Combs, Leroy Daigle, M. A. DeTimofeev, Neil J. Doherty, Felix J. Duffy, Theodore A. Fischer.

George Glassford, Vincent Groves, H. A. Hagemann, Leroy Hancock, Harvey H. Harris, Harry E. Harvey, Gene Henderson, William C. Henry, Richard D. Holder, A. B. Howard, Rolly F. Howard, George A. Hurlbut.

Edward W. Johansen, Paul Jones Jr., Purnell E. Jacobs, Maurice Laguardia, Joseph J. Larocca, Fred Latimer, Charles Loving, Paul J. Matelli, Walter J. Mayfield, John J. McDonagh, Hugh McFadden, Joseph H. McGinn, Elmer Merrill.

Samuel B. Noel, William M. Noshkin, Eugene P. Peyre, Emil J. Pieroni, Denie M. Plante, Anthony Robinson, Edward L. Strong, James A. Tarver, Walker Thomas, Charles F. Wagner, Louis Washington, Alvin Whitaker, Emmett Whittle, Louis A. Wilbrand, Paul Williams, and Leo L. Woody.

Ocean

Jesse L. Banks, John Thomas Barca, Russell Barnett, Daniel J. Barrett, Harry L. Cedusky, Dunlap A. Chenault, L. J. Christen Jr., P. W. Clingingsmith, William C. Cochrane, Joseph Colla, Henry L. Cologne, Frank L. Corrigan, George W. Cushing.

Joseph C. Duarte, Albert Dubrovich, Pleasant Fractious, Martin E. Frasu, Henry H. Garcia, Raymond C. Gnecco, Thomas Gowanlock, Tino Granucci, Ernest C. Graves, C. G. Hageman Sr., Walter L. Hall, James Hamilton, Clyde E. Hardin, Cecil S. Harvey, Neal T. Hatten, Edward G. Higgins.

Edward P. Hildreth, Angelo Johns, Loyd L. Johnson, Oram S. King, William E. King, E. S. Koumakis, Stanley Leiser, William P. Malone, Roy D. Mason, William F. Mayer, C. M. Mitchell, Frank F. Mours, Robert H. Nelson, Edgar Newlon, William C. Nichol.

Reginald H. Simpkins, the Ocean Division Operator who won the June "Muni Man of the Month" contest, was congratulated by General Manager William H. Scott (right). At the left, looking on approvingly, is Division Superintendent Ralph Strawn. The well-liked bus driver has made many friends among his customers on the No. 20 Ellis Street line.

Two of the organizations which have been vitally concerned with the "Muni Man" contest are the National Safety Council and Fielder Sorensen & Davis, the transit advertising firm which is donating the $50 prizes. At the left is A. E. Archibald, a vice-president of the National Safety Council and president of the San Francisco Federal Savings & Loan Association. At the right, delivering the check to Mr. Simpkins, is E. B. Sorensen, one of the partners in the car card firm.

Frederick B. Ochoa, Vernon E. O'Connor, Leroy Pappas, Andrew N. Payne, Victor L. Perazzo, R. E. Pledger Jr., John J. Regan, Charles Sarcander, Harold G. Savage, Reginald Simpkins.

Frederick W. Simon, Clyde J. Spillane, Edward I. Steele, Evan Thomas, Ashford Todhunter, Eugene M. Topping, Carl P. Umland, Richard Vance, Therman H. Wells, Fred W. Wilson.

Potrero

James C. Albee, James R. Anderson, Frank E. Butler, Robert O. Cleaver, M. G. Dalman, Everett M. Dawson, Manuel D. Diaz, Nicholas J. Elson, Edmond J. English, Lee S. Falls, Leonard W. Favale, Robert L. Gagen, J. M. Hampton Jr., John Henry Hatter.

Eddie Havens, Emmett Jackson, John C. Kinsey, Emmet F. Lavin, John Marcelli, Frank W. Marlowe, Joseph Monteleone, Raymond S. Moses, William J. Ockenfels, Oscar Platt, Paul A. Raymore, Rush B. Spriggs, Clarence J. Sweet, Ernest Washington, Elmer T. Williams and Thomas E. Williams.

Presidio

Walter H. Costa, Lilburn B. Delaney, Voris Derryberry, W. J. Gillette, Harry Leon Gordon, William C. Gordon, Jacob Grabstein, Phillip R. Harris, Elmer Harrison, Emmitt Hozay, Lawrence Kozar, Joseph McGowan, Francisco Olivo, Walter Schilber, Raymond Shiver and Howard C. Welch.

Utah

William J. Arnold, John T. Baptista, Ben C. Baxter, Ralph H. Burmayer, Ralph Clocker, William Coffaro, Henry M. Ertman, Alfred G. Fleming, Joseph Leo Gollob, James E. Lewis, Kenneth R. Macklin, Eugene W. McIsaacs, Robert M. McQuillan, Frank E. Murray, Peyton G. Newlon, Joseph Oliva, Lynn M. Peterson, and Nick P. Revello.

Washington-Mason

Alex Lee Franks, John R. Hurst, Bernard McCabe, Mildred M. Mills, Jesse W. Neal and George E. Redus.

OUR SISTER UTILITIES

Maurice B. "Pat" Sweet of the Airport retired on June 29th after 21 years as maintenance superintendent. Pat was one of the few veterans who have seen the Airport grow from a glorified pasture to a field that represents an investment of $33,000,000. . . . Other recent retirements include that of *Jasper Motto*. Ranger with the Water Department, who has served the system for 35 years, and *Delisle W. Straffen*. Laborer, who has been with Hetch Hetchy for 31 years. Our best wishes go with these men. . . . *Lou McAtee* is due back from a cruise on the Great Lakes with side trips to Mackinac Island, Yellowstone and Grand Canyon. . . . *Jay Hartman* and *Bob Lee* started off for military training and to the suggestion that they have a good rest they replied in their best militant manner, "Young soldiers never rest — they just train away." . . . *Edna Mansean* is spending her vacation at Lake Tahoe. . . . *John Carpenter* and the missus went to Canada via Greyhound and according to John it was a most interesting trip. Somebody else doing the driving. . . . *Will Bushnell* is bound for Canada and way points. . . . *Ethel Cullen* is recovering in the hospital from an attack of bursitis. . . . *George Burr* is on vacation at Mather — probably so he can be close to the Hetch Hetchy project. . . . *Bill and Mary Eisenberg* are on vacation in Colorado. . . . *Charlie Maury* is fishing in Diamond Lake. . . . *Bill Helbush* is back on the job looking disgustingly healthy. . . . *R. B. Hanson* had a little of Santa Barbara for a week.

HARRY LLOYD APPOINTED TO TOP ENGINEERING JOB

Harry E. Lloyd, Sr. Civil Engineer, who has been in charge of all construction for the Municipal Railway and Hetch Hetchy Water Supply for the past 11 years, has been appointed as Acting Manager & Chief Engineer of the Hetch Hetchy Water Supply, Power and Utilities Engineering Bureau. He is slated to replace A. O. Olson after Mr. Olson's retirement at the end of the year.

Mr. Lloyd has been with the public utilities engineering bureau since 1928. Prior to that, he was Division Engineer for the Nevada County Irrigation District and also had experience as a Mining Engineer working out of Grass Valley.

Since Mr. Lloyd joined the city service, he has been active on various projects connected with the water supply, airport and the transit system. He has been in direct charge of the design and construction of the Cherry River Development, estimated to cost $25,000,000.

He was born in White Oaks, New Mexico, and received his B.S. degree at the University of California. He served in the U.S. Army Field Artillery during World War I.

JULY "MUNI MAN" PRIZE WON BY SAMUEL A. DRAPER

POTRERO DIVISION OPERATOR IS ELEVENTH TO RECEIVE $50.00 COURTESY AWARD

Samuel A. Draper, who drives a trolley coach on the No. 6 line, thinks all his passengers are "wonderful," and apparently his feeling is reciprocated. Mr. Draper was selected by the judges as winner of the "Muni Man of the Month" award for July on the basis of the numerous letters received from his riders.

The happy operator received his $50 prize at a recent City Hall ceremony. Present were Acting General Manager C. D. Miller; Les Vogel, Jr. and Iver C. Larson representing the National Safety Council; William F. Fielder of Fielder Sorensen & Davis; and George Lewis, Potrero Division Superintendent.

According to Mr. Draper, it isn't the passengers who cause the problems, but it's the careless automobile drivers who zoom out unexpectedly and scare the operator to death. Apparently he exerts considerable caution in handling his coach, as one of his patrons reports that "he is as safe and reliable in his driving as he is courteous."

Mr. Draper is a World War II Navy veteran, and has been employed by the Railway for five years. He is the father of eight boys, aged from 11 on down. "I don't know whether to raise them all to be Muni Railway operators or to start my own baseball team," he says.

A total of 688 commendations were received during July. The list of those commended during the month follows:

Geary

Joseph H. Bender, Emanuel Bennett, Arist H. Caloudis, Cecil Coghlan, Guido Cortopassi, John E. Dismore, John H. Fitzgerald, Martin Flathman, Edmond Heiser, Ethel A. Jeffers, Nathan Q. Jones.

John Otto Langer, Virgil S. Packard, Cyrus C. Palmer, Joseph F. Radovich, Juan A. Rodezno, J. Sabato, Henry A. Tilton, Max Torres, Dorothy A. Wilson, H. E. Wuestefeld and F. J. Zitzelsberger.

Geneva

Ashby Anderson, Cyril Briggs, John J. Domas, Louise Hanes, Robert Jemison, Judd T. Jorgensen, Spiros D. Koklas, Paul G. Kuettner, Charles E. Lefevre, Earl F. Nuhn, Frank A. Offen, J. Semmelhaack Jr., James Smith, Andrew Tillotson and Cosmos P. Zizak.

Kirkland

Glenn Ernest Adams, Milton F. Banks, Frank A. Barone, Roderick E. Betts, Jesse J. Brewster, Booker T. Brooks, Nelson L. Brown, John S. Bryant, Lawrence L. Bryant, Silvio Chiosso, Travis R. Edwards, William J. Fay, Theodore A. Fischer.

Willdy P. Gazaway, Oliver L. Gildea, George Glassford, James T. Gon, Leroy Hancock, Frank J. Hare, Edgar H. Harper, Harvey H. Harris, Gene Henderson, Clifford B. Henry, Richard D. Holder, Gratt D. Hollaway, A. B. Howard, George A. Hurlbut, Purnell Jacobs, Henry W. Kroencke.

Maurice Laguardia, Joseph J. Larocca, Fred Latimer, Charles Loving, Don V. Lucier, Donald J. Marshall, Barcley S. Massey, Eluard C. McDaniels, John J. McDonagh, Richard McGee, Tony A. Medina, Elmer Merrill, Adolph J. Musante, Albert D. Oloan, Emil J. Pieroni, Denie M. Plante, Thomas M. Pruette.

Clintell Roberson, Italo Rossi, J. V. Roundtree, George L. Siverand, Edward L. Strong, Gabriel Syobo Jr., Clyde J. Vassar, Arthur Vittori, Otto D. Wade, Lloyd Washington, Louis Washington, Ralph Washington and Emmett Whittle.

Ocean

Patrick J. Altieri, Jesse Banks, Rinaldo E. Baracco, Russell Barnett, Richard A. Barrett, Raymond Blanquie, Owen W. Borden, Conrad H. Bowman, Jerry Brown, Earl Castillo, Leon S. Christian, P. W. Clingingsmith, Martin R. Cortesi, Cleo C. Cox, C. J. Crowley.

William J. Deboi, Peter G. Economu, Volney Emmons, J. F. Eshelman Jr., Walter Evans Jr., J. F. Gallagher, Raymond C. Gnecco, Lyle V. Godfrey, Thomas Gowanlock, Ernest C. Graves, Thomas Greendale, C. G. Hageman Sr., Leonidas B. Hall, Cary T. Hamberry.

James Hamilton, Arnie G. Hansen, Clyde E. Hardin, Neal T. Hatten, Edward P. Hildreth, William T. Johnson, Glenn S. Jones, Oram S. King, Frank F. Klein, E. S. Koumakis, Michael Kulis, Arthur E. Lewis Jr., Willie B. Liggons, Herbert W. Light, Charles Wm. Long.

Edward John Long, Manuel M. Machado, Charles A. Maguire, Joseph P. McArdle, James J. McCarthy, Cortland M. Mitchell, Edgar Newlon, Morris M. Newman, Joseph F. Noga, William Ochoa, Andrew W. Ollison, Leroy Pappas, R. E. Pledger Jr., James D. Powell, Adolph A. Reich.

Cesare Restani, Manuel T. Saunders, Frederick W. Simon, Reginald H. Simpkins, Ashford Todhunter, Evan Thomas, John Edward Thompson, Eugene M. Topping, James J. Treanor, Delg Paul Tufo, Unto A. Wai-

The July "Muni Man of the Month" winner was Samuel A. Draper, Potrero Division Operator. Left to right are William F. Fielder of Fielder Sorensen & Davis, Mr. Draper, and Acting General Manager C. D. Miller, who made the presentation.

Representing the National Safety Council at the July ceremony was Les Vogel, Jr. (left), a director of the National Safety Council and president of the Les Vogel Chevrolet Company. Mr. Draper was also proud to receive the congratulations of his division superintendent, George Lewis (right).

sanen, Jesse E. Watson, Marion H. Webb, Richard Wells, Therman H. Wells, August A. Wiedl, and Fred W. Wilson.

Potrero

Ricardo C. Aragon, Joseph H. Balzac, James F. Banks Noe J. Bergounous, Duilio Berti, Harold E. Blackshear, Gerald N. Casavant, Charles Coleman, Roby T. Conrow, William B. Cowden, E. Crane, William E. Dale, Wilford C. Daniels, Samuel A. Draper, John Durkin.

Edmond J. English, Lee S. Falls, L. W. Favale, Robert L. Gagen, Earl N. Greene, Eddie Havens, Walter A. Hines, Oswald A. Holtzen, James C. Hursh, Emmett Jackson, Emmet F. Lavin, Melvin J. Lindelli, Leon Lumbert.

George Milotsky, Laverne C. Mogensen, Al B. Montero, Carl L. Mullins, Marvin R. Nadler, Donald Cameron Ray, Frank Reed Jr., William V. Schulz, Alfred W. Seltzer, Vincent Senatore, Winston L. Sherard, Charles D. Sprague, Herbert A. Webster, William O. Wieland, and Walter Young Jr.

Presidio

Ralph Abrahamiam, Winstron L. Adams, Luckey E. Bailey, Martin E. Baker, Lawrence G. Bala, J. Baranow, Samuel Barone, Vernon H. Black, Percy A. Bost, James J. Brackett, William J. Butler, James Chaffers Jr., Vincent Connelly, Walter H. Costa, C. B. Craft.

Lilburn B. Delaney, Raymond W. Denman, Voris Derryberry, Harlan D. Evans, Gordon H. Fendel, Edward M. Fenwick, Daniel N. Flecher, Clifford Franklin, Ernest Furness, Alex Garner, W. J. Gillette, Ed Goodman, Jacob Grabstein.

Antone L. Hamilton, Edward F. Harmon, Phillip R. Harris, Harry W. Hartig Jr., Lee Vern Heise, George E. Helmel, Emmett Hozay, Elyster H. Jackson, Theodore S. Janes, Claude Johnson, Donald Jones Sr., Charles S. Justus, Norbert 1. Kehoe, Lawrence J. Kosar.

Maurice A. Laguardia, Thomas B. Lee Jr., William M. Macko, Everett L. Malone, H. F. Manning, Wilber R. Marshall, Joseph McCowan, George E. McMahan, J. A. Meneese Jr., John L. Moran, Martin Nicolaisen, A. J. Olsen.

Leroy Patrick, Jerry Alan Perstein, Lawrence Pfeiffer, Emile Pratt, Murl E. Redden, Francis O. Rider, Scott G. Robinson, Albert S. Sarhad, Walter Schilber, Ellis B. Seals, Ervin M. Smitten, William Sutton, Arthur Taylor Jr., W. Thedford Jr., Howard C. Welch, Cleo D. Wiggins, and Dennis Eugene Young Jr.

Utah

Joseph Leo Gollob, Glen A. Hallberg, Robert G. Henke, Vernie MacDonald, Frank E. Murray and Harold R. Pewitt.

Washington-Mason

Mary Alice Ball, Claude Isaac Boyd, John N. Givich, John H. Kirby, Mildred M. Mills, Leroy Odear and George E. Redus.

SYMPATHY

(We are sorry to report the deaths of the following fellow employees. Sincere condolences go to the families)

Richard H. Furth, Inspector, died July 9th after a long illness. He was 57 years old and had been with the Municipal Railway since 1928. Prior to that he worked for the Market Street Company at the Turk and Fillmore car barn. He served both as motorman and bus operator out of Geary Division until his promotion to Inspector in 1941. During his years with the Instruction Department he trained hundreds of men and won the friendship of all.

Samuel O. Nielsen, formerly a motorman at Sutro, died May 3rd. He joined the Municipal Railway July 21, 1921, and resigned last year.

Frank Silva, Geary Motorman, died June 26th. He was 69 years old and had been on sick leave since last July. He was employed by the Market Street Railway September 24, 1907.

GEARY-PRESIDIO DIVISION

Superintendent *Al Schirmer* seems to be having his picture a lot lately in TROLLEY TOPICS. Shows you what a big smile gets one. . . . You can always set your watch when Operator *Ralph Abrahamian* reports for work. . . . *Jacqueline Morgan*, our superintendent's steno, enjoyed a well-earned vacation. Operator *R. C. Jones* of Ocean Division took her place while she was gone. . . . There is a Receiver here who just dearly loves his lemon pie. Dispatcher *Henry Bobben* can tell you all about it. . . . One of our new coach operators, *G. E. McMahan*, got excused for a few days so he could get married. Good luck and lots of happiness from us all. . . . Operator *E. Fontaine* returned from his vacation with lots of fish stories. . . . Receiver *Charles Welch* has been in the hospital and we all wish him a speedy recovery. . . . *Pat Paetzel* was pretty excited after serving midwife to a family of six cocker spaniel puppies. . . . Did you hear about the "nice fat old man" who is giving the girls carnations? He is known to work in the Geary Receiver's office. . . . Everyone is wondering why Operator *E. B. Seals* took the Owl run on the last sign-up. . . . We were sorry to learn of the death of the wife of *Harry W. Wood*, Sr., former Elevator Operator at Forest Hills Station. . . . We also extend our most sincere sympathy to the widow of Instructor *Dick Furth*, one of the most beloved men ever to work at this division.

William J. Arnold, Utah Division, Extra Man, employed 4-4-51.

Frank A. Barone, Kirkland Division, No. 31 line, employed 5-17-46.

Emanuel Bennett, Geneva Division, "K" line, employed 5-10-29.

John H. Fitzgerald, Geary Division, "N" line, employed 8-30-46.

Joseph Leo Golloh, Utah Division, No. 15 line, employed 8-9-26.

Jacob Grabstein, Presidio Division, No. 5 line, employed 8-28-44.

Ivan L. Harness, Geary Division, Extra Man, employed 10-23-50.

Norbert I. Kehoe, Presidio Division, No. 21 line, employed 5-7-42.

Emmet F. Lavin, Potrero Division, No. 9 line, employed 8-7-41.

The finalists in the June and July "Muni Man of the Month" contest are pictured on these two pages and on Page 10. They were chosen from a total of 1263 commendations received during the two-month period. Only one man failed to appear

Harold E. Blackshear, Potrero Division, Extra Man, employed 6-4-51.

Earl Castillo, Ocean Division, No. 43 line, employed 4-9-17.

Edmond J. English, Potrero Division, No. 6 line, employed 4-20-38.

Vincent Groves, Kirkland Division, No. 45 and 55 lines, employed 8-9-48.

Leroy Hancock, Kirkland Division, No. 19 line, employed 11-5-41.

Clyde E. Hardin, Ocean Division, No. 24 line, employed 12-11-34.

Elmer Merrill, Kirkland Division, No. 45 line, employed 5-5-47.

Mildred M. Mills, Wash-Mason No. 60 line, employed 7-6-43.

William Ochoa, Ocean Division, No. 26 line, employed 10-3-47.

for his photograph; he was Winstron L. Adams, an extra man at Presidio Div., who has been employed since May 21, 1951. These employees are all real "Salesmen of Transportation" and are doing an excellent job of making friends for the Railway.

Virgil S. Packard, Geary Division, "N" line, employed 1-8-42.

Clarence J. Sweet, Potrero Division, No. 22 line, employed 12-30-43.

Fred W. Wilson, Ocean Division, No. 20 line, employed 11-18-42.

SHOP NOTES

Places and resorts farther from home are benefitting from the three-week vacation periods. Canada's attractions rated high in drawing *Oscar Larson, Art Zimmer, Bill McGowan, Harry Lindman* and *Jim Gardner. Paul Romo* still holds the distance record with his 10,000 mile auto tour via Florida and New York. The "stay-at-homes" on Elkton's current vacation list, who got no more than a mere 1000 miles or so away, are *Arthur Gilbrech, George Anthony, John Colacicco, Harold Lippert, Bill Ryan, Pat Loughran, Henry Marscheck, Charles Ford* and *Mike Hughes*. . . . The 115 persons attending the Shopmen's Picnic thoroughly enjoyed the 93 degree weather while lunching under shade trees and swimming in the pools. Horseshoe slinging was also in prominence and champ *George Anderson* held his laurels until finally brought to task in a team match with *Warren DeMerritt, Henry Ute* and *Al Gandolfo. Bill Roddock* also tried his hand with the shoes, but it was agreed that Bill does better with the maples. In the women's division, *Vi Zimmer* joined the ranks of ringer slingers while "Zipper Fixer" Zimmer administered to other fair lady's bathing suits. Well, everything happens at picnics, but when *Isaac Hinds* new Rocket 88 got jammed between a tree and another auto, it was just routine for the Railway's wrecker crews dispatched by *Jim O'Donnell* in the persons of *Guy Galloway, Ray Anderson, Paul Vogt, Bill Shea, Louis Chirone* and others to promptly clear the way. Eldest in attendance was 95 years young *Mrs. Isaac Hind's* mother who crossed the Plains in a covered wagon in '63 and from the vigor displayed at the picnic would have no trouble making the trip again. Much credit is due *Ed Freeman* and his associate committeemen *George Anderson, Guy Galloway, Bill Rushing, Al Gandolfo, Jim McGarvey, Rudolph Rusz* and *Charles Blakeley* for a wonderful day. . . . Captain *Harry Andresen's* Elkton Shop bowling team is tied for first place with *Herm Warnke's* Accounting Department squad with only six games to go. Although the finish line is near, *Lin Lofstedt's* Galloping Gears and *George McGuirk's* Bus Operators are only 4 and 3 games down, so anything can happen yet. . . . Congratulations to June celebrities *John Nolan*, who became a great grandfather during that month, and to *Mr. and Mrs. Herbert Strickland*, who celebrated their 45th wedding anniversary on June 20th.

OFFICE CHITCHAT

Ernie Cordini, at long last, has retreated from the ranks of the bachelors. *Dorothy Landrum* is the lucky lady. Incidentally, Ernie has been promoted to Teller in the Treasurer's Office, and his future wife is a teller, also. . . . We have an actor in our midst. *Bruce Bishop* is associated with Theatre San Francisco, which puts on original sketches. Embryo playwrights are urged to submit their efforts to Bruce for possible production. . . Welcome to *Vernon Anderson*, who has joined the staff of the Muni as Superintendent of Traffic. Also to *Jeanne Gatto*, who is working as a B-08 in Claims. And to *Jack Cate*, new member of the Money Room staff who was formerly with the Park Department. . . . *Dagmar Hausmann, Lois O'Brien* and *Mike DePineda* were on the sick list but have recovered. . . *Earll* and *Ruth King* vacationed in San Diego; *Jessie Chu* visited Fresno; *Lillian Clark* battled the one-armed bandits in Reno; *Thelma Lunde* sunned and swam at Hobergs; *Jeannette Sorensen* rested in Las Vegas; *Jim Walter* chased the senoritas in Mexico; *Ben Kaplan* shuffled the pasteboards at Feather River Inn; *Elizabeth Colclough* drove to Virginia City and waypoints; *Dolores "Melody" Shea* wandered up to Bremerton, Wn.; *Boyd Morgan* trekked to San Juan Bautista; *Frank Littlejohn* hob-nobbed with the elite on Catalina Island; *Betty Ann Hodgson* headed for the southland; *Dick Griffin* dodged the fog at Tahoe; *Rae Matulich* acquired a splendid tan in Lake County; *Elsa Burkhard* spent her holidays in San Jose; *Jack Webren* smoked a few trout in the manner the California Indians used; *Remo DeLuca* hit a few jackpots in Harold's Club; *George Quinn* took it easy up at Richardson Springs; *Wesley Mason* motored to Mt. Ranier; *Mary Durkin* raves about Yellowstone; *Eulalie McVicar* fished Klamath River; *Claire Nash* also made the long trip to Yellowstone; *Edith Hnatusko* relaxed in Seattle; *Jim Finn* spent a quiet time in Sonoma and Carmel; *Isabella Doherty* freckled up at Rusisan River; *Catherine Donohoe* visited friends in Grass Valley; *Tulia DeMordet* hiked in the Mt Lassen country. *Merlin Henry* lolled in his home in Guernewood Park; *Jim Kavanaugh* was cooking in the Mojave Desert. Others on vacation were *Carmel Halloran, Jim Dickinson, Maurice Murphy, Frank Manning, John Clarke, Frank Bey, Frances Greene, Florence Kane, Anna Lee, Helen Berger, Cecile LeGallee, Mike Sweeney, Harriett Oland* and *Jacqueline Morgan*.

SOME CHANGES MADE IN TRANSPORTATION DEPARTMENT

In an effort to secure a more workable schedule for the executives of the Transportation Department, Superintendent of Transportation George W. Evington has made the following schedule of assignments:

A. J. Schirmer: Geary, Presidio and Kirkland Divisions.
George Lewis: Potrero, Utah and Washington-Mason.
Ralph Strawn: Geneva and Ocean.
J. E. McDevitt: Relief Superintendent for all divisions.

The change will permit all the transportation executives (including Assistant Superintendents of Transportation H. E. Cooley and W. R. Mason) to go on a 5-day week in accordance with the Salary Standardization Ordinance.

Mr. Schirmer will be off Saturday-Sunday; Mr. McDevitt, Monday-Tuesday; Mr. Lewis, Wednesday-Thursday; Mr. Strawn, Friday-Saturday; Mr. Cooley, Saturday-Sunday, and Mr. Mason, Sunday-Monday.

INSPECTOR ROBERT MAY ACCLAIMED FOR BRAVERY

Inspector Robert May is back on the job and completely recovered from injuries sustained in an assault on June 15th.

And the man who attacked him is going to have to pay about $2000 instead of the $2.00 it would have cost him for the parking ticket which provoked the attack.

Mr. May had just finished writing up a citation for an automobile parked in a bus zone when the owner appeared and demanded that the ticket be removed. Mr. May refused and turned away. The man struck him several times, knocking him to the sidewalk and resulting in injuries which kept him in the hospital for several weeks.

The judge who heard the case gave the defendant a six-month jail sentence which was suspended, and the defendant was placed on probation for three years and ordered to reimburse Mr. May for all his expenses, including loss of time from work, which will total about $2000.

Inspector May deserves to be applauded for his bravery. We are also pleased to see this decisive action on the part of the court in upholding the inspectors' police powers. It should certainly discourage further attacks of this nature.

POTRERO DIVISION

Operator *Carl Fleishman* has returned from the MarineCorps after having seen service in Korea and being wounded twice. He sure looks good and we are most happy to have him back. . . . At long last *Vince Senatore*, one of our best operators, has received his appointment as S111 Inspector and all of us offer our sincerest congratulations. At present he is on his vacation, and we hope he has a good time. . . . Our able secretary (or rather Mr. *George S. Lewis'* secretary), *Myrtle Loebbing*, is enjoying a much needed rest at Hoberg's somewhere among the pines. She sent us a card for which we wish to express our thanks. . . . Instructor *Tom Galvin* is now working out of Presidio Division, and we extend our good wishes to him in his new assignment. Instructor *Robert Walters* has replaced him and is getting along very well at Potrero Division. He comes from 24th and Utah, and we hope he likes our division by now. Welcome. . . . Operator *L. C. Mogenson's* wife presented him with a baby boy on July 17th at the Permanente Hospital, and congratulations are in order. . . . A familiar face appearing around Potrero Division is Instructor *Gordon Jensen* who has been pinch-hitting for *Clarence Lahey*. Clarence has been on vacation enjoying the sunshine at Clear Lake. . . . The Office Personnel look mighty sharp in their new blue shirts and black ties. Even *Charles Openshaw*. How about that?

WASHINGTON-MASON DIVISION

(Dispatcher *Jim Lewis* has been substituting for *Clarence Krueger* at the cable car division during Mr. Krueger's vacation, and following is his report about the employees, who he feels are entitled to some commendation for their good deeds.) "During the very recent record-breaking campaign for funds to aid the research on Cerebral Palsy, scores of Bay Area residents donated to such an extent it amazed the community at large. The fever of this worthy cause became so acute among the entire group of employees affiliated with the Washington-Mason Cable Division that donations large and small came from everyone within the Divisions' complement. Under the leadership of Conductor *James Medaxian* and Gripman *Ray Fontaine*, a substantial amount of money was turned over to the fund during the 24-hour broadcast. Of the various Municipal Railway departments, Washington and Mason was the only department announced over the air waves as a donor to this worthy cause."

MR. PAUL OPPERMAN
DIR. OF PLANNING
100 LARKIN ST.
CITY 2

RECEIVED
SEP 7 11 04 AM 1951
CITY & CO. OF S. F.
DEPT. OF CITY PLANNING

POSTMASTER:
Forwarding or return postage, or notification (with key) or form 3547 guaranteed
TROLLEY TOPICS
901 Presidio Avenue
San Francisco 15

Sec. 34.66 P. L. & R
U. S. POSTAGE
PAID
Permit No. 4632
San Francisco, Calif.

Ride the Muni and Save $50 Per Month, Says City Planning Commission Report

Our passengers save between $30 and $50 a month by riding the Municipal Railway to work instead of driving their cars. At the same time they are helping to solve San Francisco's traffic congestion problem.

These precepts, which have long been propounded by the Railway itself, were recently given strong support by the City Planning Commission. In a report entitled "The Cost of Driving to Work in San Francisco," the Commission has shown actual driving costs for three typical individuals.

For a man who operates an automobile bought for the purpose of taking him to and from his work, the monthly costs would total between $45.75 and $57.41. The man who uses the family car will find it costs between $32.29 and $41.55 per month. Even sharing the family car with a neighbor (each absorbing half the cost) will take from $16.15 to $20.73 monthly. The report points out the tremendous savings that can be effected by use of public transit at a cost of $4.50 per month. It certainly makes a strong case for patronage of the Municipal Railway.

The Commission's findings have received considerable attention in the newspapers. In order to acquaint still more San Franciscans with these facts, the Railway has issued a Take-One folder summarizing the report. It is hoped that more and more persons will be influenced to leave their cars at home and ride the transit system.

However, it should be remembered that the Planning Commission did not make its study for the purpose of helping the Municipal Railway make money. As Arthur Caylor of the San Francisco News has pointed out, "The angle to remember is that the Planning Commissoin isn't trying to put the Muni in the black. It's simply trying to get private autos off the streets —by convincing their users they're economic idiots.

"Why? Because experts everywhere agree the only solution to the Siamese-twin problem of traffic-and-transit is to move people by mass transit instead of auto."

The trend in thinking which is evidenced by the City Planning Commission's report and by Mr. Caylor's comments should certainly win favor with employees of the Municipal Railway. We should all avail ourselves of any opportunity to further circulate this information.

TROLLEY TOPICS

Vol. 6 August-September 1951 No. 7

CITY & COUNTY OF SAN FRANCISCO
Elmer E. Robinson, Mayor

Published under direction of the
PUBLIC UTILITIES COMMISSION

Philip F. Landis, President
Sam McKee — Vietor S. Swanson
Edward B. Baron — Donald A. Cameron

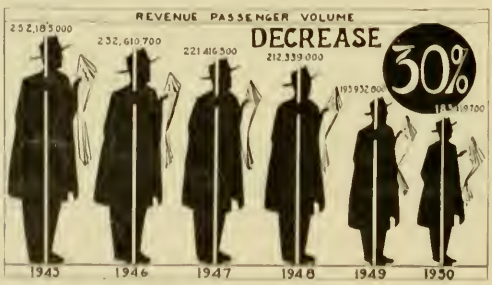
Adeline Svendsen, Editor
Charles L. Reed, Artist
Marshall Moxom, Photographer

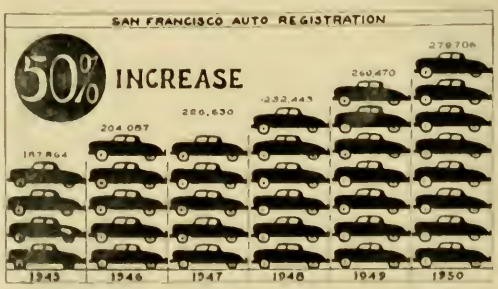
REPORTERS

Jim Lewis — John Whitney
John Hurst — Ken Howard
Jim Bittles — Marie Jaekleieh
Emery Duteher — Vie Peierson
Joe Kennealy — Dolores Shea
Jim Leslie — Mary Swinney
Dick Griffin — Elven Whelpley
Harry Franklin — Jaek Wehren

Address communications to 1345 Turk St. San Franeiseo 15, Attention Editor

The graphs below illustrate the alarming decrease in passenger volume experienced by the Municipal Railway and also the tremendous increase in automobile registration which is largely responsible for our loss of business. These figures, which were highlighted in the Mills' report, help to explain the Railway's present financial condition as well as the traffic congestion problem which is plaguing San Francisco today.





TROLLEY TOPICS
MUNICIPAL S.F. RAILWAY
CHAS. L. REED
olume 6 OCTOBER, 1951 No. 8

BIG CONVERSION DUE THIS MONTH

NEW TROLLEY COACH LINE AND SIX BUS LINES WILL BE PUT IN SERVICE ON SUNDAY, OCTOBER 14TH

Another momentous step in the Railway's modernization program will take place on October 14th when the No. 47 Van Ness-Potrero line will be converted to trolley coach and six motor coach lines will be improved and extended. This is the eighth major conversion to take place since the $20,000,000 bond issue money was made available in the spring of 1948. Beside the eight major shake-ups, there have been numerous additions to service on individual lines.

The October changes are all being made in conformity with the plan for completion of the Railway's modernization as outlined in Col. Mills' report. Release of the motor coaches presently operated on the No. 47 line will permit the improvements on the six bus lines involved.

Following are the changes scheduled:

No. 47 Line

The route of the trolley coach line will follow that of the present motor coach line with a few minor exceptions. The north terminal will be at North Point and Van Ness instead of at Chestnut and Van Ness, and the route will run via Van Ness, South Van Ness, Mission, 11th Street, *Bryant, 16 Street*, Potrero, and Army; looping via Army, Hampshire, and 25th to Potrero; returning via the same route to North Point Street where the turn will be made in the intersection. There will be a turnback loop on the north side of Market Street going off Van Ness at Hayes, across Gough to McAllister and returning to Van Ness. The turnback loop on the south side of Market will be around the block bounded by Potrero, Mariposa, Hampshire and 17th Street. The line will be operated from Potrero Division.

No. 26 Line

The No. 26 bus line will be extended from its present terminal at Van Ness Avenue and Market Street to Fifth and Jessie. The outer route will not be changed, but the line will

(Continued on page 2)

The overhead trolley wires on the No. 47 line are being installed by Severin Electric Company. Government priorities held up delivery of material, and for a while it looked as if it would be impossible to meet the October 14th deadline. However, the work is now progressing rapidly and should be completed well within the allotted time.

(Continued from page 1)

turn off Valencia at 14th Street and go down Mission to the loop at Mint and Jessie, terminating at Fifth Street.

Haight and Balboa Lines

The rerouting of these lines will provide more direct service to the downtown area and improve the coverage considerably in the Sunset District.

There will be no change in the No. 6 Masonic and No. 7 Haight trolley coach lines. The No. 31 line will be extended to the Ferry Building during rush periods. The No. 34, 66, 71 and 72 lines will replace the former 78, 79 and 20 lines. Following are the revised routings.

No. 66 Masonic-Quintara-30th. — This line will run from an outer terminal at 31st and Vicente via 31st, Ulloa, 30th, Quintara, 16th and Lawton to junction with the No. 6 line on 9th Avenue and then will follow the No. 6 line to loop at the 4th-5th Street loop at Market. During the morning and evening peak periods, this line will be extended as far as Second and Market looping back to Fifth thus affording morning and afternoon peak service directly to the financial district.

Weekdays until 6:00 p.m. the line will be operated as a limited stop service. During the evening and on Sunday, this line will be operated as a shuttle from the 31st and Vicente terminal to connect with the No. 6 at Ninth and Lawton.

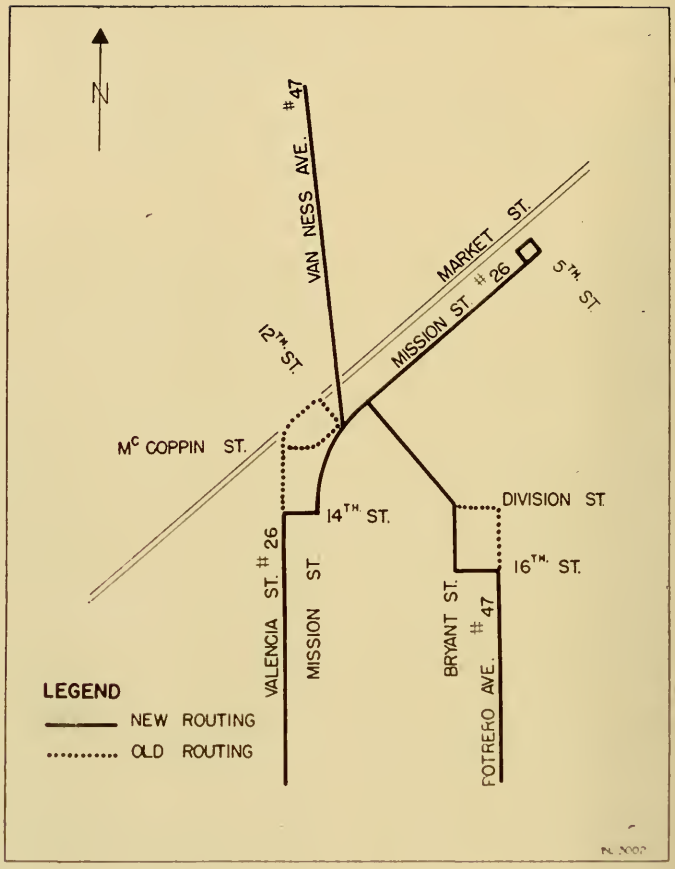
No. 71 Haight-Noriega and No. 72 Haight-Sunset — These motor coach lines will operate from their present terminals at 48th and Noriega and Sunset Boulevard and Vicente, respectively, over their present routes to the corner of Stanyan and Haight Streets and will then follow the route of the Haight Street trolley coach to terminals as follows:

During the morning and afternoon peak periods these lines will terminate at the Ferry Building.

During day base and during evening and Sunday service, these lines will terminate at the 4th-5th Street loop on Market.

Weekdays until 6:00 p.m. the lines will operate as a limited stop service

No. 34 Eddy — This line will operate on weekdays only until 7:30 p.m. from Divisadero and Eddy via Eddy to Mason and return via Turk to Divisadero.



The sketch above shows the changes in routings on the No. 26 and 47 lines. The No. 26 line is being extended to provide through service into the downtown area. On the No. 47 line there is only a slight deviation from the former route as indicated by the solid and dotted lines.

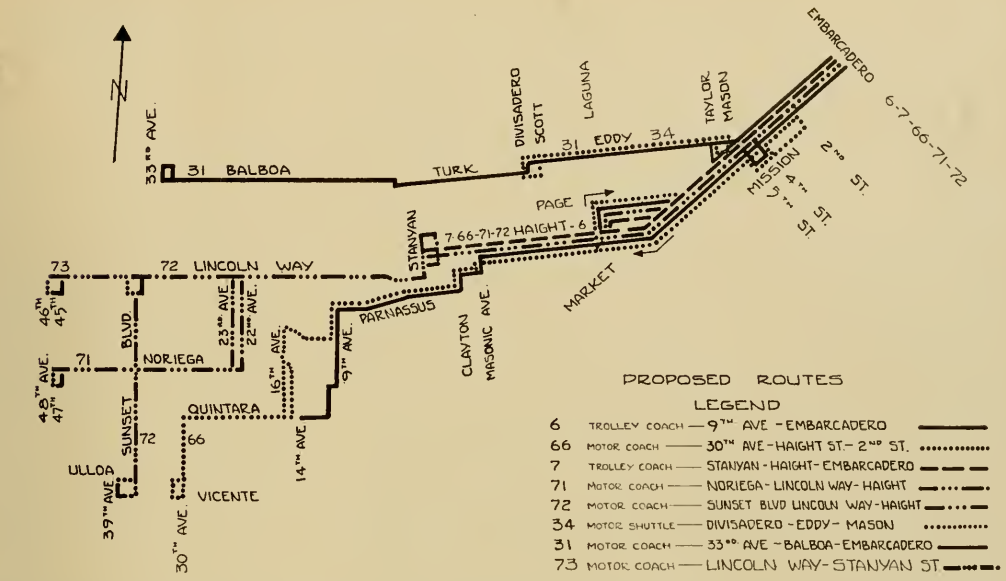
No. 31 Balboa — This line will operate from the present terminal at 33rd and Balboa via Balboa, Turk, Divisadero, Eddy and Market Streets to the Ferry Building during morning and afternoon peak periods, returning via Turk and Balboa to 33rd. During day base and during evening and Sunday service, the line will turn back at Mason, Turk and Taylor as at present.

Weekdays until 7:30 p.m. this line will operate as a limited stop service.

The No. 31 and 34 lines will be changed as soon as the Master Traffic Ways Plan is adopted, which should be within the next few months. They will then run both inbound and outbound on Eddy Street between Divisadero and Mason.

TRACK DEPARTMENT

John Ryan's son, Howard, who is with the Air Force in the Canal Zone, sent some charming pictures home of himself and movie star Rhonda Fleming. Howard was assigned as her escort during her stay there. . . . *Bill Hook*, Compressor Operator, has left the Railway for a better-paying job at the Water Department, and we wish him lots of luck. . . . *Anita Roblfo* returned from her vacation after a two-week stay in Santa Barbara. . . . *Ethel Kearns* has just moved into a new apartment.



The changes on October 14th will provide considerably better coverage in the Sunset area, as shown on this map. Through service to downtown terminals will also be established on a number of lines including the No. 31, 66, 71 and 72. This map has been prepared to conform with the Master Trafficways Plan which should be adopted within the next six months. This plan calls for the use of Eddy Street as a transit street and frees Ellis and Turk Streets for automobile traffic. Until this plan is adopted, however, No. 31 and 34 lines will run outbound on Turk and inbound on Eddy as at present. For more detailed information on these routes, see the story on Page 1.

POTRERO DIVISION

A few paragraphs for the Potrero column before departing for Reno, Nevada, and the City of Chance. Previous visits have been profitable and provided means for an enjoyable vacation. Here's hoping! . . . Miss *Myrtle Loebbing* likes football very much but apparently would rather have them play elsewhere than Kezar Stadium. Reason: a most confusing Patch for Sunday Time Tables. Myrtle's face is still red. . . . A new relief clerk in Potrero Division, Operator *George I. Hines,* is getting very popular and is now called Gorgeous George. He has a grand personality and is well liked. . . . Operator *Edward J. Mullane* is taking short trips on his vacation and is hoping his car holds out. We wish him lots of good luck. . . . *William Tillmannshoefer,* relief receiver from Geneva Division who works at Potrero Division on Saturdays, is at present on the mend after an operation for an acute attack of appendicitis. He is steadily improving and we hope to see him back soon. . . . Collector *John P. Deasy* will apparently do plenty of fishing during his three weeks of vacation as that's his hobby. Here's wishing him good luck. . . . *Jim O'Donnell, Henry Rist* and *Bobby Cox* in the shops have been putting out a very clever little paper called the "Overland Tripper." Publication has been suspended temporarily because Henry, the artist, has been on vacation, but we're looking forward to seeing more issues in the future. . . . This is another request for a little assistance in compiling this column. A few notes from some of the personnel would be a big help and we would appreciate it very much.

MOTIVE POWER DEPARTMENT

Stephen Tomola, Power House Operator at Turk Street Sub was married on September 15th to Miss Victory Corbett. They had a beautiful wedding and a delightful reception afterwards at Simpsons'. . . . *Alyce* and *Tal Mather* have been on a three-week motor tour going into Canada. They sent a card from Tillamook, Oregon, and said the samples (cheese, of course) were swell.

LINE DEPARTMENT

The Line Department has been harried recently by a series of crippling ailments among its members. *Angelo Ragona* suffered a knee injury requiring surgery, *Bob Gates* came down with a broken hand, and more recently *Joe Baggetta* fell heir to a delicate sacro-iliac condition. The final blow came when *Al Walker's* physician diagnosed his disabling condition as "low vitamin intake and lack of energy." That "lack of energy" could be serious if it's catching. . . . *Tom Conroy's* idea of the perfect foreman is *Al Church.* Explains Tom, "He don't know nothin' so he couldn't tell you nothin' and you wouldn't have to do nothin'." And Church, not to be outdone, says of Foreman *Jack Morgan,* "When he climbs in the truck in the morning the only thing he knows that the crew don't is where you're going." And Morgan, at the recently completed Foreman's Instruction class, when asked to bring a problem to class, retorted, "I'll bring *Al Walker.* He's the biggest problem I got."

Replacing the worn-out tracks on Ocean Avenue is a big and expensive project. The job was started in August and will be completed around the first of the year. Here a crew is hard at work getting the heavy rails in alignment.

Railway Gets Better and Better; Improvements Continue In Every Section of Transit System

Every day in every way the Railway is getting better and better.

The improvements in San Francisco's transit system which have been made during the past three years are little short of miraculous. There are 593 new vehicles already in service, with 40 additional trolley coaches due in October and 25 new PCC cars to be delivered by December; eleven trolley coach lines have been constructed, motor coach service has been modernized and extended on 16 lines, more than 100 miles of old rails have been removed and the streets repaved from curb to curb; four huge new maintenance yards have been built and the most modern facilities for the cleaning and servicing of the Railway fleet have been installed.

And the program is still going strong.

New Line on Lincoln Way

A new motor coach line designated as the No. 73 (Lincoln Way) was established on September 16th. It operates from Haight and Stanyan via Frederick and Lincoln Way to the terminal at 46th and Irving.

October 14th Conversion

Next month will see the conversion of the No. 47 line from motor coach to trolley coach. At the same time improvements and extensions of service will be made on six bus lines. (Story on Page 1.)

The trolley system for the No. 47 line is being installed by Severin Electric Company at a cost of around $200,000. The 40 new trolley coaches from St. Louis Car Company, which will be used on the No. 47 and other lines, will cost about $800,000.

Ocean Avenue Reconstruction

The replacement of the worn out tracks on Ocean Avenue was started on August 13th, and it is expected that the job will be completed by the first of next year. The job extends from Junipero Serra to Phelan Avenue. Eaton & Smith are the contractors at a bid price of $456,375.

Mission Street Extension

Materials are on order for the extension of the No. 14 trolley coach line on Mission Street from Richland to San Jose Avenue. Abbett Electric Company has received the contract for the construction work at a price of $67,869, the materials to be furnished by the Railway.

Specifications have been prepared for the trolley coach overhead on Ocean Avenue from Mission to Phelan and are at present under consideration by the Commission. No. 12 coaches will run on this branch of the Mission Street lines.

Cable Track Reconstruction

The track reconstruction on Mason Street should be completed during the first part of October. The Municipal Railway received the contract at a price of $48,886. The Track Department is employing about 20 to 25 men on the job.

Alameda Street Duct Line

The bid for construction of a six-way duct line on Alameda Street from Bryant to Potrero was won by Lowrie Paving Company, who estimated $15,875 on the job. The duct will carry feeder lines from the Bryant Street substation to the No. 47 line.

Geary Offices

The plans for the second stage of the remodeling of Geary carhouse have

been completed, and it is expected that work will start some time in November. The Division offices (Superintendent, Dispatchers, Receivers, etc.) will be moved to the drafting room on the Presidio Avenue side of the building until the remodeling of these offices is completed. After that the drafting room will be converted for the use of the Schedule Department.

Special Overhead Work

A contract for installing trolley coach overhead at special locations was awarded to Severin Electric for $28,600. The work consists of completing loops around the block bounded by 9th Avenue, Ortega, 10th Avenue and Noriega (No. 6 line turnback) and the block bounded by Market, 8th Street, Mission and 9th Streets (so that all Market Street trolley coaches may be diverted down Mission Street in case of parades, etc.); also of putting in turns at the corner of 16th and South Van Ness and the corner of Haight and Laguna.

LaPlaya Waiting Station

The construction of the waiting station at the end of the No. 5 line (LaPlaya and Balboa) will be handled by A. W. Baum at a price of $7,371.

Automotive Equipment

Of the automotive equipment on order, everything has now arrived with the exception of the money truck. The new vehicles include three tower trucks, three wreckers, two canopy trucks, nine flat bed trucks, 13 smaller trucks, and seven Ford Sedans.

Geneva Carhouse Ladder Tracks

Plans for the reconstruction of the ladder tracks at Geneva carhouse have been completed and will be submitted for bids in the near future. The material has been ordered from C. M. Lovsted at a cost of $34,000 and delivery has been promised for October.

Elkton Shops

Elkton Shops have been modernized considerably. All the machine tools have been motorized and the old overhead belts have been removed. A new, large and well-equipped store room has been built, and the supplies formerly kept at Bryant and Division are now stored here. In addition, a contract for roof repairs has been awarded to Regal Roofing Company for $16,000, and this work should start soon.

DUKE ORMSBY THANKS ALL FOR RETIREMENT PARTY

Duke C. Ormsby, who retired last spring, has sent a warm letter of thanks to all those who took part in the "never-to-be-forgotten" party in his honor. Noting the beautiful decorations, the excellent dinner, the music, the presence of the Mayor and other officials, and above all, the assembling of so many old friends, Mr. Ormsby described the occasion as being "indescribably heartwarming and cheering." He also expressed his appreciation for the gift check, with which he plans to buy binoculars, a fishing outfit and a camera.

"You have filled my cup to overflowing," the letter concludes. "For each and everyone of you there will ever remain a warm place in my heart. Thank you again and again and again for this grand demonstration of your esteem and affection."

Two of the Railway's new tower trucks are shown in the picture at the left. Line Foreman Ed Brown is inspecting the vehicles with the aid of Angelo Ragona, who is up on the platform. At the right is a picture of the track work on Mason Street. The steel rail has just been bent over the crest of the hill and clamped into position.

LAWRENCE J. KOSAR IS 12TH "MUNI MAN OF THE MONTH"

COURTESY CONTEST WILL BE CONTINUED FOR ANOTHER YEAR, SAYS TURNER

Lawrence J. Kosar, who operates a trolley coach on the No. 5 McAllister line, has been chosen as "Muni Man of the Month" for August.

The presentation of the $50 prize, which took place in Utilities Manager J. H. Turner's office recently, marked the end of the first year of the "Muni Man" contest. A total of 9,577 commendations were received during the 12 month period.

Mr. Turner announced that the courtesy award plan has been so successful that it will be continued for another year. Fielder Sorensen & Davis, transit advertising firm, has agreed to continue to provide the monthly cash prizes.

Mr. Kosar is a Navy veteran with six years of service, most of it in the South Pacific. The 31-year old bachelor has been with the Railway for four years.

He says he really enjoys his work as a coach operator. "It gets a little tough sometimes," he admitted, "but I do like people and my passengers are a swell bunch." His passengers have returned the compliment by writing numerous letters expressing their satisfaction with the cheerful, friendly service and careful driving of this operator. One of them even wrote a poem, which is reproduced on Page Nine.

Also present at the City Hall ceremony were Miss Elise Eilers, treasurer of the San Francisco chapter of the National Safety Council; Iver C. Larson, manager of the Safety Council; E. B. Sorensen of Fielder Sorensen and Davis; and J. E. McDevitt, Railway Division Superintendent.

A total of 798 commendations were received during August. Previous winners were: Francis F. McManus, Potrero; George Glassford, Kirkland; Delg P. Tufo, Utah; L. B. Delaney, Presidio; Walter E. Stone, Ocean; Joseph P. Sullivan, Geary; Edgar Newlon, Ocean; Ethel Rutland, Geneva; Eugene McIsaacs, Utah; Reginald H. Simpkins, Ocean; and Samuel A. Draper, Potrero.

The list of those commended during the month of August follows:

Geary

Arthur E. Beese, Emanuel Bennett, Fred G. Blacklock, John M. Burton, Leonard Campisi, William H. Clifton, Thomas C. Corcoran, Miguel P. Corpuz, Clyde Finch, John H. Fitzgerald, George L. Fordtran, Joseph E. Hood, Sr.

Ethel A. Jeffers, William B. Jenkins, John Otto Langer, Thomas J. League, Gaston P. Lebrun, Virgil S. Packard, Theodore Poulson, Henry A. Tilton and Alvin Whitaker.

Geneva

Ashby Anderson, Arthur F. Back, Saren N. Carr, Roy D. Cummings, Jonathan Dusdall, Albert F. Flieger, Paul G. Kuettner and Timothy O'Connor.

Kirkland

Jesse B. Abner, Glenn E. Adams, Theodore A. Arditi, Leslie Arnold, Frank Aschbauer, Frank A. Barone, Henry X. Benjamin, Roderick E. Betts, Bernard Blessing, Emilio D. Boschetti, Jesse J. Brewster, John S. Bryant, Lawrence L. Bryant.

John W. Castro, Edward L. Chernikh, Silvio Chiosso, Neil J. Doherty, William J. Fay, James J. Fitzpatrick, S. J. Gallegos, Vincent Groves, Leroy Hancock, Harvey H. Harris, Harry E. Harvey, Gene Henderson, Rolly F. Howard, Jr.

Gerald K. Hulse, Paul Jones Jr., Martin William Kelly, Martin E. King, Charles E. Lassiter, Edward O. Magnuson, Paul J. Matelli, Barcley S. Massey, McCoy Maybon, E. L. McDaniels, Richard McGee, Tony A.

Lawrence J. Kosar, latest "Muni Man of the Month", checks over some of the previous award winners with Miss Elise Eilers of the National Safety Council. Left to right are J. E. McDevitt, Division Superintendent; Iver C. Larson, Safety Council Manager; Miss Eilers; Mr. Kosar; E. B. Sorensen of Fielder Sorensen & Davis; and J. H. Turner, Manager of Utilities.

The young trolley coach operator was happy to receive his $50 check. Mr. Turner (right) made the presentation as Mr. McDevitt looked on approvingly.

Medina, Hughes Menifee, Elmer Merrill.

Albert D. Oloan, Vida Pearl Peoro, Eugene P. Peyre, Anthony Robinson, Manuel Sanchez, George L. Siverand, Gabriel Syobo Jr., John T. Taketa, Walker Thomas, John P. Tustin Jr., Otto D. Wade, Charles F. Wagner, Louis Washington, Moses T. Westbrook, Louis A. Wilbrand and S. Williams.

Ocean

James K. Andronis, James C. Barker, Russell Barnett, Owen W. Borden, James P. Brasesco, Jerry Brown, George W. Buell, Dunlap A. Chenault, L. J. Christen Jr., Joseph Colla, Henry Cologne.

Robert G. Conroy, Frank L. Corrigan, Martin R. Cortesi, George W. Cushing, John O. Denman Jr., Oliver B. Drury, Joseph C. Duarte, Peter G. Economu, Timothy V. Erdy, Kenneth A. Finnis, Milton Flynn, Jack Morris Gamberg, John R. Garcia.

Henry Gray Jr., Lake O. Green, Thomas Greendale, Robert H. Greer, Frederick T. Gyde, William H. Page, Walter L. Hall, Clyde E. Hardin, Paul Lee Harmon, Levi Harper, Phinus Q. Hawkins, Edward P. Hildreth, David Islowitz, Herbert A. Jones.

James T. Kerrigan, Marvin Kimber, E. S. Koumakis, Frank J. Latrouel, Charles J. Lawton, Charles A. Maguire, William P. Malone, Jose Marquez Jr., Frank C. May, Joseph P. McArdle, Raymond Mendoza, Peter H. Mitchell, William R. Navas.

Edgar Newlon, Oscar D. Norman, Frank D. Petiti, R. E. Pledger, Burford Rambo, Josef Reichmuth, Armand Schlueb, Ellis B. Seals, Edward G. Sell, Reginald Simpkins, Joseph Sinigiani, C. W. Smith, Lloyd A. Smith, Paul F. Sperber, John R. Sudduth, Hilliard C. Terry.

Ashford Todhunter, Eugene M. Topping, James J. Treanor, James Verducci, Buell G. Weeks, John C. Welsh, Stanley R. Wilsey, Fred W. Wilson, Marvel O. Wren and Paul L. Young.

Potrero

Fordyce Anderson, James R. Anderson, Diulio Berti, Herbert Blanchard, Orville L. Bradley, Aragon R. Castro, Robert O. Cleaver, Charles H. Cunningham, John P. Deasy, Evans A. De Peu, Layton Dutson, Leslie L. Foster, John Henry Hatter.

Walter A. Hines, Emmett Jackson, James G. Lash, Elmer A. Leialoha, Andrew Leksan, Charles L. Lowrey, Salvatore J. Lucia, Laverne Mogensen, Marvin R. Nadler, Harry A. Postell, Edward Prendeville, Paul A. Raymore, Lloyd E. Schloegel, Alfred W. Seltzer.

Vincent Senatore, Winston L. Sherard, Bert Simpson, Rush B. Spriggs, Clarence J. Sweet, Ernest A. Teupel, Moses M. Thomas, Elvin F. Walker, Johnnie Walker, William O. Wieland and Thomas E. Williams.

Presidio

Ralph Abrahamiam, G. S. Alvarez, Floyd R. Boothe, Branson K. Barnes, L. B. Bridges, Bernard G. Bunn, William J. Butler, Walter H. Costa, Thomas S. Cullen, James A. Cummings, Edward F. Curtis, Lilburn B. Delaney, Voris Derryberry, James L. Elliott.

Gordon H. Fendel, W. J. Gillette, Jacob Grabstein, Lawrence Gravenburg, Anton William Hettrich, Donald Jones Sr., Charles K. Ko, Lawrence J. Kosar, Maurice Laguardia, Margaret W. F. Lewis, John J. Mansfield, Joseph McCowan, J. A. Meneese Jr., Kenneth R. Mingee.

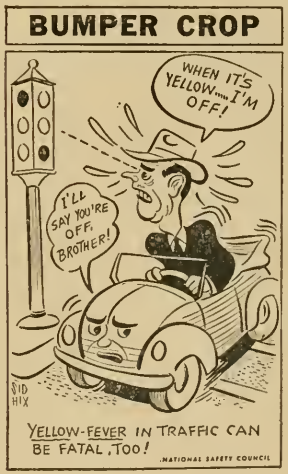
F. Olivo, Jerry Alan Perstein, Lawrence Pfeiffer, William F. Riley, Fred J. Robinson, Scott G. Robinson, Raymond Shiver and Robert Wise Jr.

Utah

William Coffaro, Henry J. Engelbert, Samuel French, Norman Mack, John J. McCrossen, Lynn M. Peterson, Harold R. Pewitt, Benny J. Pope, James A. Semien, Peter P. Velasquez, Benjamen H. White Jr., and John A. Wilson Sr.

Washington - Mason

Mary Alice Ball, John N. Givich, Frank W. Hughson, George N. Lessane, William Monroe, George E. Redus, Pinkney Stearne and John A. Stewart.



RUNNERS-UP IN AUGUST COURTESY CONTEST CHOSEN FROM 798 COMMENDATIONS

There were 798 letters received in last month's "Muni Man of the Month" contest. The men pictured on these pages were among the 12 finalists in the judging which resulted in Lawrence J. Kosar being chosen for the $50 award.

Two runners- up who failed to appear for their photographs were Charles A. Maguire of Ocean Division, who drives a No. 51 coach and has been with the Railway since June 1, 1942, and Harold R. Pewitt of Utah Division, who works on the No. 35 line and has been employed since June 4, 1947.

Frank A. Barone, Kirkland Division, No. 31 line, employed May 17, 1946.

Saren Nelson Carr, Geneva Division, "J" line, employed April 10, 1918.

Leslie L. Foster, Potrero Division, No. 6 line, employed September 13, 1940.

Clyde E. Hardin, Ocean Division, No. 24 line, employed Dec. 11, 1934.

Clarence J. Sweet, Potrero Division, No. 22 line, employed Dec. 30, 1943.

MUNI CAR MEN ARE "HELPFUL, COURTEOUS AND DOWNRIGHT CUTE" ACCORDING TO LETTER PUBLISHED IN BALTIMORE NEWSPAPER

(The following is a condensed version of an article which appeared in a Baltimore, Maryland, newspaper. The column was headed "Travelers' Notes" and the caption of this particular story was, "Go West, Baltimore Transit." Our thanks to Mr. George L. Fogarty, 731 Faxon Avenue, who sent the clipping to us.)

"At last I know the meaning of the saying 'as different as East and West.' My awakening came when we had occasion to ride the cable cars and buses in San Francisco. Their equipment is no better than ours and their speed will not break any records, any more than ours. But there all similarity ends between us and San Francisco. Their fares are 10 cents on some lines and 15 on others, but you really feel as though you are getting something for your money. The cars and buses run very frequently and you can transfer all over the place on your one fare — just hold on to your transfer and bounce all over San Francisco.

"The most delightful thing about the San Francisco Transit System is its personnel. On every line on which we traveled, and I don't think we missed many, the motormen and conductors were helpful, courteous and downright 'cute.' They act as real hosts on the cable cars — point out places of interest, suggest cars to transfer to, places to eat, and what gifts to bring home to the children.

"How those conductors preserve their equanimity on the cable cars is a wonder. In the first place, only the center section of the car is enclosed. You can hop off and on either side of the car or stand on the step and ride— no holds barred. The poor conductor has to mill around inside and out, and when it's too crowded for him to get from the front to the rear, he hops off the front of the car and then jumps on again when the back comes along. They seem to enjoy the fun as much as do the passengers.

"People riding the cars have to be friendly and congenial, going up a steep grade you are very apt to slide into the lap of the gent sitting next to you, and vice versa. It makes for camaraderie among San Franciscans. All due to the San Francisco Transit System.

"Home was never like this!"

Thomas S. Cullen, Presidio Division, No. 30 line, employed August 28, 1941.

Jonathan Dusdall, Geneva Division, "K" line, employed November 9, 1917.

Henry A. Tilton, Geary Division, Collector, employed April 29, 1941.

Louis Washington, Kirkland Division, No. 19 line, employed October 23, 1946.

OPERATOR No. 4093

At 4:45 at the end of the day
We board the bus on our homeward way;
The Operator smiles as he greets each one,
With a friendly word or a little fun.

He's a careful driver, but swift and true
He brings us each, as he promised to;
To the stop or transfer point we need
With sureness, accuracy and speed.

He gives each rider time to get on,
He knows the stop for Jane or John.
He opens the door and says "Good night"
Nor closes it still we safely alight.

Our Op's a man who knows his stuff.
He's a courteous lad and kind, not rough.
He must like folks to understand them
And for this we must commend him.

No matter what needs each day must meet,
We know there's a cheerful friend to greet;
As the 4:45 we board with glee . . .
Our favorite Operator, Number 4-0-9-3.

COURTESY CITATIONS ARE AVAILABLE AT 1345 TURK

Are you wearing your "Courtesy Citation" shoulder patch?

Some men have requested replacement of the courtesy badges because theirs have been either lost or ruined in cleaning. Extra badges are available at 1345 Turk Street, Room 7, and may be obtained without charge by those who are entitled to wear them.

OFFICE CHITCHAT

Deadlocked at the end of the Transportation Bowling League, Captain *Herman Warnke's* pencil pushers finally toppled the shopmen in the tie-breaker. *Jimmy Dickinson, Joe Allen, "Moon" Burke, Art Valsan* and *Earll King* are the rest of the champions. The losers, who led the circuit for almost the entire season, were Captain *Harry Andresen, Bill Cottrell, Jim Leslie, Frank Assalino, Charley Ford* and *George Shaughnessy. Bill Roddock* had the highest average in the loop, 165; *Jim Dickinson* copped the sweepstakes. . . . Sergeant *Herb Bloom* of the Air Corps paid us a surprise visit recently; Herb looked mighty sharp in his dress blues. . . . *Fred Wiley,* formerly a Traffic Checker, has taken over the duplicating work in the Ditto Room. . . . Mademoiselle *Midge O'Reilly* has continued her lucky streak. This time the personable miss from the Leave Department won an electric blanket . . . *Gale Bishel,* who left us for the Muni Courts, passed No. 2 on a recent list for a promotive job and has received a call already. . . . *Bill Ratto* sunned and swam up at Clear Lake; *Kitty Donohoe* spent a perfect week in Yosemite; Tellers *Joe Riordan* and *Mike Sweeney* vacationed in Northern California, Joe at Dunsmuir and Mike at Lakeport; *Lena Seider* went as far as British Columbia; *Rose Lewis* also visited Western Canada; *Norah Porter* relaxed at Brookdale Lodge; *Bill McRobbie* visited in Santa Rosa; *Tommy Miller* had a grand trip to Mono County; *Laura Byers* rambled north to Burney Falls; *Don Mazzoni* went to Lake Tahoe; *Jim Byrnes* drove to Portland, Oregon, and *Joe Guidi* headed for Los Angeles; *Bernice Haggard* braved the heat in Arizona; *Roy Jackson* toured through Coronado, Reno and his old home town, Grass Valley; *Lida Smith* went as far as Lake Merritt where she picknicked during the big lightning and thunder storm. (More vacation news next month.)

LIST OF LINES AND DIVISIONS, EFECTIVE OCTOBER 14, 1951

GEARY (street cars):
- *B Geary
- C Geary-2nd Avenue
- **N Judah

GENEVA (street cars):
- **J Church
- **K Ingleside
- **L Taraval
- **M Ocean View

WASHINGTON-MASON (cable cars):
- 59 Powell
- 60 Jackson

* Night coach from Kirkland Division.
** Night coach from Ocean Division.

PRESIDIO (trolley coaches):
- 1 California
- 3 Jackson
- 5 McAllister
- 21 Hayes
- 30 Stockton

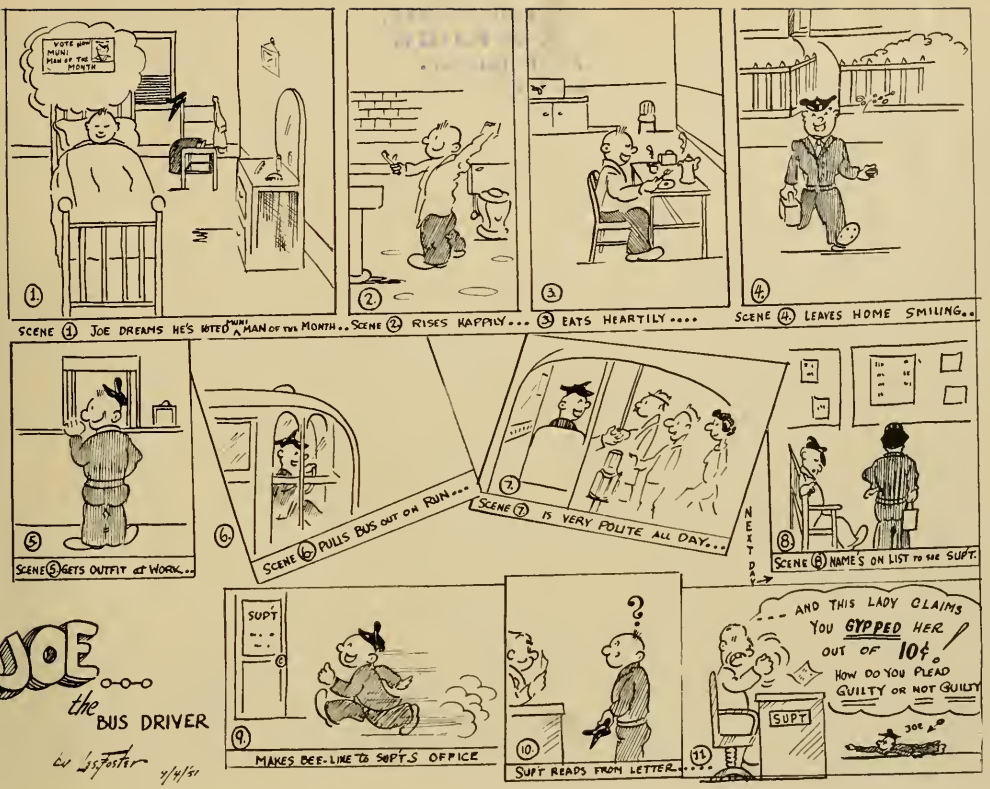
POTRERO (trolley coaches):
- 6 Masonic
- 7 Haight
- 8 Castro
- 9 Richland
- 22 Fillmore
- 33 Ashbury
- 41 Union-Howard
- 47 Potrero

KIRKLAND (gas coaches):
- 2 Clement
- 19 Polk
- 31 Balboa
- 32 Embarcadero
- 39 Coit
- 42 Evans
- 44 Sansome
- 45 Van Ness
- 55 Sacramento
- 59 Powell Shuttle
- 75 Legion of Honor (Saturdays, Sundays and holidays only)
- 80 Leavenworth

UTAH (gas coaches):
- 15 Third
- 35 Eureka
- 53 Southern Heights

OCEAN (gas coaches):
- 10 Monterey
- 11 Hoffman
- 14 Mission
- 16 Noriega
- 17 Park-Merced
- 18 Sloat
- 23 Crescent
- 24 Divisadero
- 25 Bryant
- 26 Daly City
- 27 Noe
- 28 Alemany
- 29 Wilde-Candlestick Cove
- 36 Miraloma
- 37 Corbett
- 40 Depot-2nd Market
- 43 Roosevelt
- 48 Ocean-Taraval (K&L night)
- 50 Geneva
- 51 Silver
- 52 Excelsior
- 56 Cemeteries
- 66 Masonic-Quintara-30th
- 71 Haight-Noriega
- 72 Haight-Sunset
- 73 Lincoln Way
- 76 Broadmoor
- 77 Industrial
- 81 Bacon-Fitzgerald

RANDOM SNAPS: (Upper left) Thelma Lunde of the Accounting Department and Myrtle Loebbing of the Potrero Superintendent's office, are apparently enjoying their vacation at Hobergs'. (Upper right) This miniature Hopalong Cassidy is Ronnie Reigert, son of Operator Fred Reigert of Utah Division. (Bottom) James J. Clark of Elkton Shops took his family to Lake Tahoe this summer. That's son James Jr. in front and daughters Jean and Boots beside their father.



OUR SISTER UTILITIES

Ralph Frye, former Office Assistant, has recently been decorated with the Purple Heart on account of shrapnel injuries received on the Korean battle-front. . . . *Edna Leopold* has been assigned to the P.U.C. Office at City Hall. . . . Welcome to *Al Lenzio*, a transfer from the Controller's Office to the Airport Accounting staff. . . . *Les Packard* (Collector) suffered a heart attack pushing a city car and is now in San Francisco Hospital. Good luck and a speedy recovery. . . . *Tim Daly* is still wondering what happened to the Seals. . . . *Alice Hannon* has returned to the fold after a siege of poison oak. . . . *Joe Ruff* spent two weeks in Huntington Falls and Reno; he says it's kind of tough to make an honest buck in Reno. . . . *Marcel Mailhebuau* vacationed at Los Gatos; *Herb Paulive* took a trip to Montreal; *Tom Scanlon* spent a week with his Boy Scouts at Tahoe; *Jim Devine* went to Russian River; *Grace Gitsham* saw the "Big City" — New York; *John Hurley* traveled in California and British Columbia; *"Roby" Robison* stayed at a Dude Ranch; *Marina Deasy* just returned from Forest Lake Lodge; *Joe Cava* brought home a new Olds 88, driving via Michigan, Black Hills, Yellowstone, etc.; *Ken Fritze* went to Reno; *Walter Luke* spent part of his vacation at the Russian River; apologies to *Cathy Halkens* for overlooking the fact that she spent two weeks at the River; *Rulon Stevenson* saw his family in Salt Lake City. . . . We all hope for the speedy recovery of *Edith Allen* and hope to see her back on the job very soon. . . . *Kearce Fahey's* daughter, Norma, was married recently and we extend our congratulations to the bride and groom. . . . *Cecilia Murphy* is our latest TV. star. . . . *Alyce Egan* has been all aflutter after being lavishly entertained "the Hollywood Way."

The above cartoon was submitted by Operator Leslie L. Foster of Potrero Division, who does an excellent job both as a cartoonist and as a trolley coach operator. He was one of the finalists in the last "Muni Man of the Month" contest, and his picture is on Page 8. He didn't win the $50 this time, but at least we hope that it was not quite such a let-down as poor Joe experienced here.

SIX NEW INSPECTORS ASSIGNED TO JOBS

Permanent appointments as S111 Inspectors have been received by the following men:

Peter Duffy, who has been assigned to work Block Relief in the Division Offices.

Vincent M. Senatore, who goes to the Bureau of Personnel and Safety.

Claude D. Manley, Ernest S. Fernandes, John F. Geary and William A. Bryant, who have been assigned to Central Control.

POSTMASTERS:
Forwarding or return postage, or notification (with key) or form 3547 guaranteed
TROLLEY TOPICS
901 Presidio Avenue
San Francisco 15

MR. PAUL OPPERMAN
DIR. OF PLANNING
100 LARKIN ST.
CITY 2

Sec. 34.66 P. L. & R
U. S. POSTAGE
PAID
Permit No. 4632
San Francisco, Calif.

SHOP NOTES

Vacation briefs: *Frank Smith* visited with relatives and friends near the Kansas City flood area; *Ralph McNutt,* Vancouver and way points; *Jim Clarke,* Lake Tahoe and trying to beat *Fred Loretz* and *Art Hughes* at golf; *Lauryn Taylor,* snapping historical views along the California coast line; *George Rafter,* deer hunting in Mendocino County; *James Albert,* catching salmon on his boat, "HAPIOURS"; *Thomas H. Thomas,* relishing dishes of venison, dove and abalone with relatives in the vicinity of Fort Ross; *Roy Dixon,* visiting friends and fishing in Colorado; *Rodrigo Gutierrez,* north to Puget Sound and south to Los Angeles; *Joe Barbetti,* bass fishing here there and everywhere; *Sam Butler,* deer hunting in Idaho and then on to Tennessee. . . . In case you haven't noticed it, *George Harrison* is looking his old self again. And believe-it-or-not, *Bob Tweed* wants to go back in the hospital so's he can have some more experiences and take life easy again. Ask him to tell you about it. . . . Overheard on the golf course: *George Anthony,* "I'm new at this game. I have done a lot of bowling though." Observing Professional Golfer: "Well, George, if I were you I'd stick to bowling." And what could *Bill Roddock* have meant when he said, "Old bowlers never die, they just take up golfing". . . . We wish to correct an error in having omitted the name of *Ray Anderson* from the list of committeemen who did so well in handling the arrangements for the Shopmen's Picnic. . . . That close contest in the Summer League was won by the Accounting Department team in taking the play-off from Elkton Shop to finish in first place. . . . *Hugh Carberry* celebrated his 50th anniversary as a member of the Machinists' Union, Local 68, on September 19th. He received a gold pin and a life membership in the union on this occasion.

ROBERT BURNS IS NEW PRESIDENT OF CIVIL SERVICE ASSOCIATION

Robert Burns, an ERSM at Presidio Yard, was elected president of the Civil Service Association of San Francisco for the 1951-52 term. Mr. Burns has been active in the association for some time, and served as vice-president last year.

Frank McQuaid, Presidio Yard Foreman, was re-elected as a member of the Executive Committee. Other officers from the Utilities family include James Duffy, Vice-President, who recently left the Railway to go to the Retirement System; George Fanning, Trustee, who heads the Utilities' Photographic Department; and Harry Pachtner, Trustee, who is a former president of the association and is the Accountant at the Airport.

TROLLEY TOPICS

Vol. 6 OCTOBER 1951 No. 8

CITY & COUNTY OF SAN FRANCISCO
Elmer E. Robinson, Mayor

Published under direction of the
PUBLIC UTILITIES COMMISSION

Philip F. Landis, President
Sam McKee Victor S. Swanson
Edward B. Baron Donald A. Cameron

Adeline Svendsen, Editor
Charles L. Reed, Artist
Marshall Moxom, Photographer

REPORTERS

Jim Lewis John Whitney
John Hurst Ken Howard
Jim Bittles Marie Jackicich
Emery Dutcher Vic Peterson
Joe Kennealy Dolores Shea
Jim Leslie Mary Swinney
Dick Griffin Elven Whelpley
Harry Franklin Jack Wehren

Address communications to 1345 Turk St.
San Francisco 15, Attention Editor

Not only are the old cable tracks being renewed, but one by one the broken-down dinkies are being completely reconstructed. As the shopmen put it, they are "jacking the bell up and building everything new underneath it". Extra lights have also been added as well as an axle-driven generator to keep the lights at the proper intensity at all times. Here Joe Bordin and Bill Crucker are working on Car No. 502.

TROLLEY TOPICS
MUNICIPAL S.F. RAILWAY
AD. L. REED
e 6 NOVEMBER, 1951 No. 9

NEW DEVELOPMENTS IN S.F. TRANSIT

October Changes Bring Improved Service on Nine Lines; Next Step Involves Acquisition of Cal Cable

October proved to be an important month in the Railway's history. Changes were made which provided improved service on nine lines. Eight of these changes were effected on October 14th when the No. 47 line was converted from motor coach to trolley coach and improvements were made on the No. 26, 66, 71, 72, 34, 31 and 2 lines.

Another welcome improvement was the resumption of through service on the No. 59 Powell Street cable line which was scheduled for October 28th. Since September 17, 1950, service on the line from Washington and Powell to Bay and Taylor was discontinued due to construction work on the Broadway tunnel. A shuttle motor coach line has been operated to replace cable car service on this portion of the route. While the line was shut down, our Track Department availed itself of the opportunity to reconstruct the old track on this section.

Approval of the purchase of the operating properties of the California Street Cable Railway Company at a price of $138,000 was given by the Board of Supervisors on October 15th. There remained some formalities on both sides before the transaction could actually be completed and operation started, but it seemed probable that the city would have the cars in service within a few weeks.

(Above) The introduction of trolley coaches on one of San Francisco's main cross-town lines was a highlight of the October 14th revisions which affected eight lines. Present at the trial run were (left to right): Vernon W. Anderson, Geo. W. Evington, H. G. Wilsan, W. R. Mason, Bressel Corley, C. D. Miller, A. J Schirmer, W. D. Ratto and Ray Hayton. On the steps are J. H. Turner and Col. Marmion D. Mills.

(Right) Chinatown's architecture is contrasted with that of the financial district in the background of this picture of a California Street cable car. It is expected that the city will take over operation of these cars soon.

(Left) Through service on the Powell-Mason line was resumed October 28th. Tunnel construction work caused disruption since last fall.

General Manager William H. Scott Honored By Over 600 Friends at Retirement Party

Over 600 co-workers and friends of William H. Scott gathered in the banquet room of the Furniture Mart last month to honor the popular Railway Manager who has retired from city service.

It was a memorable night in all respects. The huge room had been decorated with a beautiful array of flowers, and the programs, in two tones of blue, added their note of color to the scene. The speakers' table was set against a background display consisting of three model cars and an exquisite arrangement of flowers and palms.

Committee Chairman Victor C. Peterson opened the program with a speech of welcome and the introduction of the toastmaster, City Attorney Dion R. Holm, who gave a witty summary of Mr. Scott's life and accomplishments. Speakers for the evening included Mayor Elmer E. Robinson, who expressed his appreciation for the service rendered by Mr. Scott to the City of San Francisco; Utilities Manager J. H. Turner, who gave a talk on the problems of "Railroading Under Scott"; and Charles D. Miller, new General Manager, who made the presentation speech.

Among the gifts Mr. Scott received were a most unusual floor lamp constructed by the shopmen in their spare time from various parts of street cars and cable cars, a miniature fare box which serves as an ashtray, a large framed cartoon executed by Artist Charles L. Reed, and a tiny television set in its own packing crate and with Mr. Scott's picture on the "screen," which represented the actual full size television set which the Scotts will receive as a momento from their many friends. Charles Foehn, business agent for the Electrical Workers' Union, presented a beautiful scroll expressing the appreciation and good wishes of all the shopmen.

Mr. Holm then called upon Mrs. Scott, who voiced her thanks in a short and charming speech. Mr. Scott received a tremendous ovation when he rose to make his acknowledgment. After introducing the members of his family who were present, he spoke movingly of his 38 years with the city's transit system and expressed his deep gratitude for the tribute being paid him.

Seated at the speakers' table at the Scott retirement party were (left to right) Mrs. George Quinn, Mr. Quinn, Philip F. Landis, Mrs. M. D. Mills, Col. Mills, Victor C. Peterson, Mrs. Peterson, Dion R. Holm, C. D. Miller, William H. Scott, Mrs. Scott, J. H. Turner, Mrs. Miller, Edward B. Baron, Donald A. Cameron, Mrs. Donald Mazzoni, Mr. Mazzoni, Mrs. G. W. Evington and Mr. Evington.

Mr. Scott's retirement climaxes a career that began in 1913 when the Municipal Railway had been in existence less than a year. Starting with 10 street cars and a handful of employees, the Railway has grown to a $20,000,000 a year business employing over 3000 persons and operating 1100 vehicles.

Mr. Scott was born August 15, 1887, at Wappinger Falls, New York. After graduating with honors from high school, he entered New York College

Toastmaster Dion Holm smiles approvingly as Mr. Scott receives the good wishes of Mayor Elmer E. Robinson. (Photo courtesy of the San Francisco Call-Bulletin.)

The day of Mr. Scott's retirement party was also chosen as the parting day for Theresa C. Taylor, who has been with the Railway almost as long as Mr. Scott and who has served as his switchboard operator for a number of years. Here Tess (wearing corsage) is surrounded by scores of friends who dropped in to say Goodbye.

and received his degree in January, 1907.

On May 1, 1907, he arrived in San Francisco where he did accounting work for several local contractors and later accepted a position as cost accountant with the Southern Pacific Railroad. It was there that he became acquainted with Tom Cashin, who was to become the first manager of San Francisco's Municipal Railway. Mr. Cashin persuaded young Scott to join the new enterprise, and he became the system's auditor on August 9, 1913.

Meanwhile Mr. Scott had met an attractive San Francisco girl, Miss Mildred Turner, and on October 24, 1910, they were married. The Scotts have three children, all married: a daughter, Roberta Mildred Grant, who lives in Woodside; William H. Jr., who was a bomber pilot during World War II and is now in the insurance business in Stockton; and Warren, who served in the South Pacific during the war and is now a salesman with Kaiser-Gypsum Company. Bill Jr. has two children, William III and Susan.

Mr. Scott served as the Railway's auditor from 1913 to January 1, 1936, when he was appointed as Assistant Supervisor of the Bureau of Accounts for the Public Utilities Commission. In this position he handled accounts for all the utilities, but his main interest continued to be the books of the Municipal Railway.

On May 8, 1940, when the Municipal Railway's second manager, Fred Boeken, retired, Mr. Scott was appointed to replace him. Thus the auditor who started at $150 a month became head of one of the most complex businesses in the city, a position which eventually paid him $15,000 a year.

Mr. Scott is a member of Fairmont Lodge No. 435, F.&A.M., Golden Gate Commandery Knights Templar, Islam Temple Shrine, Alta Lodge No. 205 Odd Fellows, and Kiwanis Service Club.

Members of the committee who contributed to the success of the party were Theresa Anthenien, Peter F. Beasley, Olga Brasesco, Anna Burke, Laura Byers, Elizabeth Colclough, Harry E. Cooley, Bressel M. Corley, Margaret Curtin, Adele Davidson, Raymond A. Duffee, Mabel Edwards, George W. Evington, Paul J. Fanning, Jim Finn, Paul W. Frasher, Alvina Gianeschi, Ray Hayton, Merlin L. Henry, Tom Irwin, Dorothy Johnson, Florence Johnson, Eleanor Kenny, Angelo Landi, George S. Lewis, Frances Lubner, John J. Lyons, Wesley R. Mason, Alyce Mather, Donald Mazzoni, Charles D. Miller, Rose McCook, James E. McDevitt, R. J. MacDonald, Mary E. O'Connor, Victor C. Peterson, Norah Porter, George C. Quinn, William D. Ratto, Charles L. Reed, Harry J. Reedy, Fred L. Requa, John H. Ryan, Albert J. Schirmer, Dolores Shea, Herbert R. Stevens, Ralph Strawn, Addy Svendsen, Theresa C. Taylor, Ruth G. Urbais, Eleanor Whitfield, John Williams and Herbert G. Wilson.

Also assisting with decorations and floral arrangements were Bob Clarke, Achille Marcellini, Bill McRobbie and George Mangan. Dave Lewis, head of the Park-Recreation Department, deserves a special acknowledgment for his cooperation in providing flowers and shrubs for the occasion.

Here is a view showing the beautiful setting for the Scott banquet as well as part of the tremendous crowd. C. D. Miller is making the presentation to Mr. Scott.

FRANK A. OFFEN WINS SEPTEMBER COURTESY AWARD

GENEVA CONDUCTOR RECEIVES $50 "MUNI MAN" PRIZE AT CITY HALL CEREMONY

The affable smile which has made Conductor Frank A. Offen so popular with his patrons on the "K" line was well in evidence at the "Muni Man" presentation last month. Here Larry Bourquin, a director of the National Safety Council, looks on as Mr. Offen receives his $50 check from Harrison Davis of Fielder Sorensen & Davis.

Frank A. Offen, a conductor on the "K" line, has been named as "Muni Man of the Month" for September.

Mr. Offen has been with the city's transportation system for almost 38 years. He joined the Market Street Railway on February 24, 1914 and worked out of the old McAllister barn until the street cars were sent to the junkyard in 1948. For the past three years he has been at Geneva Division.

Utilities Manager J. H. Turner, who made the presentation of the $50 courtesy award, announced that a total of 655 commendations were received during the month. Present at the City Hall ceremony were Larry Bourquin, a director of the National Safety Council and division manager for the General Petroleum Corporation; M. M. Miles, also of the National Safety Council; Harrison Davis of Fielder Sorensen & Davis, donors of the prize; and Ralph Strawn, Geneva Division Superintendent.

Mr. Offen's passengers have observed that he is "consistently courteous and cheerful, does his best to see that the working people make the car, calls all the stops, and in every way is a friend indeed."

The popular conductor was born in 1889 in Krakow, which was then under Austrian jurisdiction and is now a part of Poland. He came to this country at an early age and served in the Army in Alaska for six years before starting with the Railway. He also had military service during World War I.

During the first few years of his employment, Mr. Offen worked the customary "extra list" assignments and night shifts. However, he is an early riser by preference, and for the last 33 years he has had runs which pull out around 4:00 a.m. During that time he claims he has had only one "oversleep" — and that was when he borrowed a defective alarm clock from a friend.

One of the compensations for having to get up so early is that he is through work at 1:00 p.m. He and his wife then have the afternoons free to work in their beautiful garden or to drive up to their little summer home at Russian River.

The September presentation marked the start of the second year of the "Muni Man" contest. Previous winners who have pocketed the $50 prize include: Francis F. McManus, Potrero; George Glassford, Kirkland; Delg P. Tufo, Utah; L. B. Delaney, Presidio; Walter E. Stone, Ocean; Joseph P. Sullivan, Geary; Edgar Newlon, Ocean; Ethel Rutland, Geneva; Eugene McIsaacs, Utah; Reginald H. Simpkins, Ocean; Samuel A. Draper, Potrero, and Lawrence J. Kosar, Presidio.

The list of those commended during the month of September follows:

Geary

Martin L. Deane, John H. Fitzgerald, Emmitt E. Freeman, Nathan Q. Jones, Ernest A. Kienast, John Otto Langer, George Lex, Cyrus C. Palmer, Nick S. Papadakis, Paul Skiadas, Henry A. Tilton and Billy Ray Todd.

Geneva

Emanuel Bennett, Irwin R. Charles, William H. Clifton, Abraham M. Deeb, F. J. Denton, Peter Diduch, Jonathon Dusdall, Samuel Gelini, Peter Goumas, Judd T. Jorgensen, Paul G. Kuettner, James A. Malerbi, Frank A. Offen, Joseph A. Thibault and Charles Vlahovichm.

Kirkland

Glenn E. Adams, Frank R. Agullard, L. Z. Anderson, Teofilo T. Aragon, T. A. Arditi, Harold M. Atkinson, Frank A. Barone, Alfred E. Barth, Jr., Thomas J. Barton, Walter W. Behnken, Roderick E. Betts, Jesse J. Brewster, Booker T. Brooks, Andrew Lee Brown, Freddie Brown, Ernest A. Buckner, James E. Burgess.

Frederick A. Carey, John W. Castro, Charlotte J. Cruz, John W. Fields, Isaac H. Flipping, Willdy P. Gazaway, George Glassford, Leroy Hancock, Edgar H. Harper, Milburn Heimsoth, Clifford B. Henry, William C. Henry, Daniel B. Howard, George A. Hurlbut.

Andrew S. James, Noel D. Johnson, Maurice Lagnardia, Fred Latimer, Charles Loving, James H. Mackin Jr., John I. Mason, Kenneth F. Maxwell, McCoy Maybon, George McCreary, John J. McDonagh, Tony A. Medina,

William Michelini, Joseph Millnamow, George Albert Moe, John R. Morris. Russell W. Murray, Harry R. Phillips, Denie M. Plante, Samuel B. Noel, Wilbert E. Randall, Welthy Ruffin, Manuel Sanchez, David R. Siemens, Samuel D. Sutton, Otto D. Wade, Edward P. Walsh, Lloyd Washington, Emmett Whittle and George Yick Wong.

Ocean

Patrick P. Altieri, James K. Andronis, C. Asimakoupoulos, Daniel J. Barrett, C. B. Brandenberger, James P. Brasesco, Joseph Bechwald, Harry B. Carr, Henry L. Cologne, Robert G. Conroy, Mack Davis Jr., Hubert A. Dawson, William J. Deboi, Albert Dubrovich.

Peter G. Economou, Thomas Z. Evans, Walter Evans Jr., L. Francesconi, Arthur J. Franke, Martin E. Frasu, Jack M. Gamberg, Raymond C. Gnecco, Thomas Gowanlock, Henry Gray Jr., Lake O. Green, Robert H. Greer, William H. Hage, C. G. Hageman, Walter L. Hall.

Cary T. Hamberry, Paul W. Harr, Phinus Q. Hawkins, Frank Jackson, Angelo Johns, Cecil R. Johnson, Orvin C. Johnson, Sylvia T. Johnson, Oram S. King, Stanley Leiser, John W. Long, M. M. Machado, William P. Malone, Ernest P. Massola, Wilfred Miyasato.

Edgar Newlon, Joseph A. Nigro, Michael O'Brien, Leroy Pappas, Leo L. Pointer, Charles Sarcander, Reginald Simpkins, August John Slaby, Ashford Todhunter, James Verducci, Elbert B. Walls, Richard Wilbanks, Winfred F. Warde, Willie C. Ware, Jesse E. Watson, Paul S. Whitten, August A. Wiedl, Wilbur Wilson, Fred W. Wilson, John J. Windrow and Paul L. Young.

Potrero

James Albee, Anthony J. Allaria, James R. Anderson, H. C. Bertuccelli, Orville L. Bradley, Gerald N. Casavant, Ricardo A. Castro, William E. Dale, John P. Deasy, Evans A. DePeu, Layton Dutson, Lee S. Falls, Peter P. Farrelly, Dario G. Giuntini, Charles L. Graves.

Gilbert E. Haddow, Roy W. Hanavan, John Henry Hatter, John H. Hoffman, Oswald A. Holtzen, Joseph F. Howard, Francis B. Howe, Martin Hudaklin, Earl Kelley, Andrew Leksan, Norman Long, Charles L. Lowrey, George Milotsky, Joseph Monteleone.

Henry J. Olate, Edward Prendeville, Lloyd E. Schloegel, Alfred W. Seltzer, Woodson W. Smith, Clarence J. Sweet, Herbert A. Webster, Thomas E. Williams, Glen Dale Wright and Walter Young Jr.

Presidio

Winstron Adams, Radford R. Bailey, Branson K. Barnes, Samuel Barone, Ethridge N. Boone, Floyd R. Boothe, L. B. Brown, Ulick P. Burke, William J. Butler, Claude Elliott, Ernest Furness, Jacob Grabstein, L. Gravenburg, Willie Lee Green, George E. Guido.

Antone L. Hamilton, Phillip R. Harris, E. R. Huebschman, Curtis Jackson, Jesse L. Johnson, Bruce Journey, Lawrence J. Kosar, Louis K. Levy, Margaret Lewis, Odell R. Lyons, William M. Macko, Joseph McCowan, Frank McEachern, R. K. Mingee, N. Mosby.

George L. Parker, Lawrence Pfeiffer, Fred J. Robinson, J. V. Roundtree, Ellis B. Seals, James E. Truitt, Leonard M. Wilczek, Paul R. Willbanks and Edward Willebrand.

Utah

Ralph Burmayer, Samuel L. French, William C. Gaines, Robert McQuillan, Peter P. Velasquez and Chester V. Ward.

Washington-Mason

Mary Alice Ball, Harry W. Bowens, Boyd Cunningham, John N. Givich, Frank W. Hughson, Charley Lowden and Bernard McCabe.

C. D. Miller Receives Formal Appointment As General Manager

Charles D. Miller was formally appointed General Manager of the Railway effective October 16th. Mr. Miller has been Acting General Manager since April 26th when former Manager William H. Scott presented his resignation to the Commission.

A reorganization of the Railway's executive staff last January placed Mr. Miller as Operating Manager in charge of all railway operations. Prior to that he was Superintendent of Equipment, in charge of all shops, garages, substations, Line Department and Cable Machinery Department. He started with the Market Street Railway Company 43 years ago as a repair man.

Others who were present to congratulate Mr. Offen on receiving the award were Ralph Strawn, Division Supjerintendent; J. H. Turner, Manager of Utilities; and M. M. Miles of the National Safety Council.

Wanted

The Municipal Railway needs men. A
our requirements. This means that many r
on the operators who have to carry the o

We're anxious to attract good, alert r
you like to work with, and perhaps you k
The Railway and the Civil Service Commiss
through various kinds of advertising, but w
prospects by YOU.

If you have a brother-in-law who's out
may not have found a permanent positi
advantages of working for the Railway. T
sick leave are provided with pay, retiren
And we have only to look at the positions
of the ladder — General Manager, Supe
Agent, Assistant Superintendents of Trans
realize that there are tremendous possibil

Civil Service has waived the residenc
from any part of the country may apply.
Service Commission, 151 City Hall. Invit
them gladly.

(We will be happy to mail extr
who may be a prospective emplo
to Trolley Topics Editor, 1345 Tu
FIllmore 6-5656, Local 297.)

1. Here's a typical case of a young man who decides to come to work for the Municipal Railway. It might all start over a cup of coffee, as in the scene enacted above. Operator Joe Gianetti (right) tells George Hines that the Railway is looking for capable men, and that George might do well to investigate.

2. George decides to take Joe's advice. He goes down to the Civil Service Commission at 151 City Hall to find out a little more about the job. He learns that he will make $1.636 per hour, and that he will get vacations and sick leave with pay. It's clean, interesting work, and the job is steady and secure. Retirement benefits, health protection and training with pay are other advantages.

3. George makes up his mind to fill out an application. He gets one from Louise Strauss at the Civil Service Commission office.

4. After complying with Civil Service requirements, George goes out to Geary for an interview with Chief Instructor Ray Hayton.

e[illegible]n Mates

: reports we were about 140 men short of
annot get out, and it places a heavy burden
ad.
o the job. You know the kind of fellows
of some who are at present unemployed.
are making every effort to recruit employees
ow our best bet is encouragement of these

ork or some young relative or friend who
fter finishing school, tell them about the
ay is good, work is steady, vacations and
and health service benefits are available.
g filled by men who started at the bottom
ndent of Transportation, General Claims
ation, Division Superintendents, etc. — to
for advancement.
uirement for platform applicants, so men
your friends to make inquiry at the Civil
m to be a team mate! We will welcome

ies of this magazine to any person
Please send names and addresses
treet, San Francisco 15, or phone

8. On his own at last! After completing the course of instruction, George proudly boards one of the big new trolley coaches he will operate on his new job.

5. Vision of new recruits is tested by Instructor Dick Griffin. Corrective measures are suggested if eyesight is below standard.

6. Training is given with pay to new personnel. Instructor Duke Wormuth is conducting the class; George is in left foreground.

7. Behind - the - wheel training is interspersed with classroom instruction. George goes out for his first trip on a coach with Instructor Clarence Lahey of Potrero.

COURTESY FINALISTS CHOSEN FROM 655 COMMENDATIONS RECEIVED DURING SEPTEMBER

Letters were received from 655 passengers in the September "Muni Man of the Month" contest. The 12 finalists included the winner, Frank A. Offen, the 10 men pictured here, and one other who failed to appear for his photograph. He was Evans A. DePeu of Potrero Division, who drives a No. 41 coach and has been with the Railway since March 26th of this year.

All of these men deserve high praise for attracting such favorable attention from the public.

Peter G. Economou, Ocean Division. No. 25 line, employed Dec. 26, 1941.

Samuel L. French, Utah Division, Special Duty, employed July 18, 1919.

Samuel B. Noel, Kirkland Division, No. 2 line, employed July 2, 1947.

Nick S. Papadakis, Geary Division, "X" line, employed November 7, 1922.

WASHINGTON-MASON DIVISION

With the work on the Broadway Overpass nearing completion, the Bay-Taylor line will soon be returned to the original route. The line has been completely rerailed, and riding will be a lot smoother. Those who have not been to Bay and Taylor Streets for some time will be surprised to find that the housing project at that point is also almost completed and ready to receive occupants. This project will probably add a number of new daily riders to our line. . . . Well, boys, *Jim Buskirk's* homestead is nearing completion along with the rest, and judging from the size of some of the sample vegetables he has brought to the boys, the state fair is missing a few exhibits of farming in good old Marin County. Why don't you call the estate, "Gripman's Retreat," Jim? . . . It's good to see *C. Erdmann* back at the grip after his accident and his vacation. . . . Seems Clarence drove his new Henry J. to Yosemite Valley and back without it balking on him. . . . How come *Hutch* and some others are pulling a watch on Brother *Gust Dales* when they pass him on the line. Maybe he wants to know the time. . . . Several of our men have received commendations for heroic action from General Manager *C. D. Miller*. Conductor *Elmon E. Goodson* was commended for staying at his post and making every possible effort to avoid an accident. Conductor *Richard A. Mostert* and Gripman *William Wilkes* were credited for their quick action in reporting an apartment house fire which might otherwise have resulted in a serious tragedy.

OFFICE CHITCHAT

Genial *Harold Lee*, one of our traffic checkers, celebrated the christening of his first daughter, Kathleen Adele, with a huge party at the Tai Ping. Among the guests who enjoyed the many different Chinese dishes were *Vernon Anderson, Earl Rambo, Fred Wiley, Tom Dolan* and *Harold Davis*. . . . *Mabel Hall* took a 1200 mile automobile tour, the highspot of which was a stay at Lake Louise. *Sophie Benjamin* spent her vacation in Missouri. *Andrew "Jack" Case* flew to Indiana for his holidays. *Elizabeth Colclough* motored to Santa Barbara and vicinity. The *Fraibert, Bess* and *Paul*, summed and golfed at Carmel. *Alice Scarry* automobiled through Arizona and New Mexico. *Florence "Taffy" Johnson* vacationed at the River and Nyack . . . *Marty Varella* motored through Washington. *Prim Patterson* succumbed to the lure of Ensenada, Mexico. *Lolly Curtin* had a quiet time at the Old Hearst Ranch. *Sydney Abbot* absorbed a little sunshine in Pine Grove. Others taking their holidays were *Lulu Murray, Virginia Smith, Ellison Perkins, Lois* and *Con O'Brien, Homer Hopkins, Earle Rambo* and *Herb Tait*. . . . *Alvina Giamecchi* and *Margaret Burns* are still on the sick list. . . . *Tulia deMoralez* was honored by a group of friends at a birthday party at the Tortola recently . . . The Municipal Bowling League, a 22 team loop, has commenced rolling on Monday nights at 7:00 p.m., at Park Bowl, Haight and Stanyan Streets. Admission is free, there are plenty of comfortable seats, and rooters are always welcome. The Railway has seven teams Accounting, Payroll, Foremen, Bus Machinists, Shop, Paint Shop and Platform Congratulations to Inspector *Fred Pfeiffer*, who has a new baby daughter in the family

William C. Gaines, Utah Division, No. 15 line, employed February 14, 1949.

Jack M. Gamberg, Ocean Division, Extra List, employed July 23, 1951.

Curtis Jackson, Presidio Division, No. 5 line, employed June 21, 1949.

Manuel Sanchez, Kirkland Division, No. 19 line, employed August 1, 1947.

Henry A. Tilton, Geary Division, Collector, employed April 29, 1941.

Walter Young, Jr., Potrero Division, No. 33 line, employed April 10, 1934.

MORE PRAISE FROM OUT-OF-TOWN VISITORS WHO THINK MUNI MEN ARE "TOPS"

Visitors from out of town have usually been very complimentary about our Municipal Railway. These people have the opportunity to make comparisons with transit systems in other cities, and we are proud to learn that they feel that San Francisco is very fortunate in this respect.

Last month we printed an article that appeared in a Baltimore newspaper concerning the joys of using the transit system in San Francisco. Following is another tribute to the men of the Railway, written by a visitor from Arlington, Virginia:

"After having returned home from an extremely pleasant business trip to your city, I am desirous of apprising you of one of the pleasant delights that I have found in your wonderful city.

"While riding on your street cars and motor coaches, I noticed that you have what is called a 'Muni Man of the Month' program. I also noticed that in this connection you requested that nominations be submitted by your passengers who desired to commend the operators of these public vehicles for their courteous service. I am not in a position unfortunately to name any one operator.

"I do want you to know that this was my first visit to San Francisco and that in the process of sightseeing by myself about your town I used your street cars, your trolley coaches and your motor coaches. By this means of transportation, I believe that I saw just about everything that is on the sightseeing list for San Francisco. Although I was somewhat of a 'babe in the woods,' everyone of your operators to whom I turned for information was extremely kind and patient with me. They were all very helpful in making suggestions and helping me to get to my various destinations. In my opinion, all of these operators are worthy of being designated as 'Muni *Men* of the Month.'

"I have traveled in several other American cities and I cannot recall that the operators of public vehicles in any of those towns were as courteous and as helpful as your operators."

We certainly want to thank Mr. Herbert L. Ginsburg of Arlington, Virginia, for his letter. We hope all visitors to San Francisco will retain the same impression of our transit system.

COL. MILLS BACK ON JOB; WILL LEAVE SOON TO SURVEY VANCOUVER TRANSIT SYSTEM

Col. Marmion D. Mills returned to his post as Transit Consultant to the Public Utilities Commission on October 1st after a three-month vacation in the Puget Sound area. When Col. Mills left last June, his agreement with the Commission provided that he could be called back at any time for consultation at a straight rate of $80 per day. He was recalled in order to be on hand for the October changes and other developments including the California Cable transaction.

During the winter Col. Mills will make a survey of the transit system in Vancouver, B.C. He expects to complete the survey in about three weeks' time and will receive $100 per day while on the job.

GENEVA-OCEAN DIVISION

Superintendent *Ralph Strawn* was seen the other day looking up the definition of "procrastinate." Wonder why! . . . Fishermen *William Borden, R. Brewer, L. Martin, William Fleiger, L. A. Smith* and *J. Slack* have reported limit catches during the last month. . . . Operator *C. Bowman* was presented with a 9½ pound baby girl. Mother and daughter are well. . . . Our very capable Relief Dispatchers *Les O'Connor* and *Fred Simon* did a swell job on the inter-divisional sign-up. . . . *Mary Swinney*, our genial clerk, has her problems but always manages to radiate a smile for everyone. . . . Operator *C. J. Crowley* dedicates many numbers to his fellow employees over Station KSAN in the morning hours. Tune in and listen at 7:00 a.m. . . . Operator *W. Ochoa* drove all the way to New York to see the World Series. . . . Wrestling fans *J. Gentile, Bill Ruhe, L. Scholz, A. Todhunter* and *Skip Sawyer* are all glad to go back to Winterland. . . . Numerous changes have been made at Ocean Division effective October 14th, and those who have left our home for other divisions are wished the best of luck. We also welcome those who have come here. . . . We have a number of new operators, and some beautiful girls are among them. All are welcome to Ocean Division. . . . Since the last report from this division, some of our conductors, motormen and operators have passed away. Our sincere sympathies are extended to their families.

RETIREMENTS

The following men have retired recently:

Richard Brannigan, Geneva Conductor, who has been employed since December 24, 1917.

Harry L. Stockdale, Geneva Conductor, who has been employed since September 24, 1942.

William Walsh, Geneva Conductor, who has been employed since July 27, 1920.

SYMPATHY

(We are sorry to report the deaths of the following fellow employees. Sincere condolences go to the families)

Clarence Christensen, Power House Operator at Turk Street Substation, died August 1st of a heart ailment. He was 53 years old and had been employed since 1916.

Trinidad Espinoza, motor coach operator at Ocean Division, died October 2nd. He was a Charter employee and had joined the Market Street Railway in 1916.

Elton A. Gorman, Kirkland Operator, died October 5th at Fort Miley Hospital. He was a World War II veteran and had been with the Railway since March of this year.

DISASTER CORPS SEEKING VOLUNTEER WOMEN DRIVERS

Volunteers are urgently needed for the Womens' Auxiliary Transportation Service of the Civil Defense Transportation Division, according to Rear Admiral A. G. Cook, USN (Ret.), Director of the San Francisco Disaster Council and Corps.

Needed are any women not now engaged in the Military, 20 to 45 years of age, who have an operator's license and are able to drive at least a passenger automobile.

Classes are now being held twice monthly at the Potrero carhouse under the supervision of Commander H. G. Rhodes, USNR, and W. D. Ratto, the Railway's Assistant Director of Safety, according to Col. Fred M. Fogle, Transportation Officer.

The object of this training is to insure a reserve of capable women drivers in San Francisco ready to operate all types of buses for quick removal of injured from a disaster area endangered by fire. Women wishing to volunteer their services may contact the Volunteer Bureau at Galileo High School or the Railway's Bureau of Personnel and Safety at 901 Presidio Avenue.

GROUNDBREAKING CEREMONIES FOR NEW $6,775,000 AIRPORT BUILDING HELD LAST MONTH

Official groundbreaking ceremonies for the new $6,775,000 airport passenger terminal and administration building took place on October 5th.

Sponsored by the San Francisco Chamber of Commerce and the Public Utilities Commission, the ceremonies were attended by mayors and supervisors from Alameda, San Mateo, Santa Clara and San Francisco counties as well as by business and military leaders.

Mayor Elmer E. Robinson spoke concerning the importance of the undertaking to the future of San Francisco. He said:

"This vast building will provide additional revenue to the airport, and consequently will progressively lighten the tax burden year by year upon the citizens of San Francisco. There are several great international airports in the world and San Francisco's is among them. It is only proper that this should be the case because San Francisco is literally the city of the future."

Henry Eickhoff, Jr., chairman of the Chamber of Commerce's Aviation Committee, described the economic importance of the airport to the Bay Area. Philip F. Landis, president of the Public Utilities Commission, was master of ceremonies.

Special recognition was given to the various agencies and individuals who have been instrumental in the development of the project. These include the Mayor, the Public Utilities Commission, the Chamber of Commerce, Jr. Chamber of Commerce, Downtown Association and other civic groups. Acknowledgment was also given to those who have taken an active part in designing the building, including the Airlines Technical Committee, Architect W. P. Day, and members of the Commission staff — J. H. Turner, A. O. Olson, Harry E. Lloyd, George Burr, George Dixon and Harold Messersmith.

The new six-story, concrete building will be one-half mile south of the present terminal. It will house the local operation offices of the airlines serving the field as well as offices of the Civil Aeronautics Authority, the Overseas Foreign Air Communications Services, and the district headquarters of the U. S. Weather Bureau.

Construction is scheduled to be completed in 500 days.

More than 250 persons witnessed the groundbreaking ceremonies at the Airport last month. Above is a view of the speaker's platform which was set within a giant semi-circle of aircraft and a display of flags from 50 countries. Left to right are G. L. Fox, General Manager of the Chamber of Commerce; J. H. Turner, Manager of Utilities; Henry Eickhoff, Jr., Chairman of the Chamber's Aviation Committee; Mayor Elmer E. Robinson; and Commissioner Victor S. Swanson. Commission President Philip Landis, who served as master of ceremonies, is hidden behind the Mayor. (Right) Messrs. Swanson, Eickhoff, Turner and Landis operate the huge tractor which ploughed a symbolic square of ground.

(Below) The pretty stewardesses who served as hostesses for the afternoon pose for a picture with Mayor Robinson. Thirteen airlines participated in the event.

POSTMASTERS:
Forwarding or return postage, or notification (with key) or form 3547 guaranteed
TROLLEY TOPICS
901 Presidio Avenue
San Francisco 15

MR. PAUL OPPERMAN
DIR. OF PLANNING
100 LARKIN ST.
CITY 2

RECEIVED
NOV 14 11 35 AM 195
23
CITY & CO. OF S. F.
DEPT. OF CITY PLANNING

Sec. 34.66 P. L. & R.
U. S. POSTAGE
PAID
Permit No. 4632
San Francisco, Calif.

TROLLEY TOPICS

Vol. 6 NOVEMBER 1951 No. 9

CITY & COUNTY OF SAN FRANCISCO
Elmer E. Robinson, Mayor

Published under direction of the
PUBLIC UTILITIES COMMISSION

Philip F. Landis, President
Sam McKee — Victor S. Swanson
Edward B. Baron — Donald A. Cameron

Adeline Svendsen, Editor
Charles L. Reed, Artist
Marshall Moxom, Photographer

REPORTERS

Jim Lewis — John Whitney
John Hurst — Ken Howard
Jim Bittles — Marie Jackicich
Emery Dutcher — Vic Peterson
Joe Kennealy — Dolores Shea
Jim Leslie — Skin Sawyer
Dick Griffin — Elven Whelpley
Harry Franklin — Bob Williams

Address communications to 1345 Turk St.
San Francisco 15, Attention Editor

KIRKLAND DIVISION

Vacation time is about over, but Kirkland employees have done their share of traveling this summer. Mileage Man *A. J. Clark* and Receiver *Mildred Sharp* and her husband visited Vancouver, B.C. Receiver *Herb Franklin* went to Chicago to see relatives and visit all his old friends. Receiver *Wilma Tighe* went to Los Angeles, and *Harriett Oland* motored to New York and eastern Canada. . . . Operator *A. DiCarlo* got married on September 29th. Congratulations! . . . Instructor *Gus Bosnos* was transferred to Ocean and *Cliff Thomas* took his place. *Vincent Senatore,* recently appointed an Inspector, has been assigned to Kirkland as an instructor. They are both doing a swell job. . . . We have our share of new employees and it is hoped they will be happy with their new work and stay for a long time. . . . The platform men's bowling team placed second in city-wide competition, composed of 22 teams. Let's go out and root for these boys on Monday nights at 7:00 p.m., at the Park Bowling Alleys, Haight and Stanyan Streets. . . . With the children back in school again, remember "Safety, Service, Courtesy"; watch all crossings, guarded or unguarded, and we will all stay out of trouble. *(Our thanks to Receiver Bob Williams, who is acting as reporter for Kirkland Division. He'd like the assistance of all operators in forwarding items of interest to him.)*

UTAH DIVISION

A pleasant report comes from Division Superintendent *George S. Lewis,* who has been enjoying his annual vacation traveling hither and yon among the beauty spots of our state. . . Dispatcher *George A. Taylor* also sent greetings and Cheerio from Carmel and neighboring resorts. . . . Congratulations to Operators *Sam French* and *Carl Gamer* for having attained the selection of finalists for the "Mum Man of the Month." . . Receiver *Frank Nutt* spends his spare moments in the research field and has recently perfected an invention which we all hope will bring him joy and prosperity. . . . Operator *George McGuirk* refused to divulge how many birthdays he was celebrating, but according to the gifts received, it must have been a real special event. . . . Some of the new faces around the division include Operator *LaVern James,* who is quite a football player and was recently given a tryout for the nationally famed 49'ers; Operator *Al Lutge,* who can show most people how to use and make a broom; Operator *Gerald Bowkett,* who hails from the Capitol City and who just celebrated his 25th birthday; and Operator *J. J. DeBarrill,* our latest recruit. We sincerely hope you'll like us as much as we do you. . . . Operator *Al Kraeber* has become a real Westerner after his trip to the AFL convention held in San Antonio, Texas. Al's western regalia puts Roy Rogers in the shade. . . . We were all sorry to hear of the loss of Operator *Clyde May's* brother, who passed away suddenly in North Carolina.

"For three years the people of Daly City have benefited through the services of Michael Lekowicz, Municipal Railway Inspector." This sentence introduced an article which was recently featured on the front page of the Daly City Record along with the photograph at the right. Inspector Lekowicz has apparently made a lot of friends out in this area, and it is a pleasure to know that they are so appreciative. The bus operator in the picture is James Kerrigan of Ocean Division. (Photograph courtesy of the Daly City Record and Photographer Pat Conner.)

TROLLEY TOPICS
MUNICIPAL S.F. RAILWAY
CHAS. L. REED
Volume 6 DECEMBER 1951 No. 10

New Vehicles Arrive; Cal Cable Transaction Nears Completion

Advances Made During Past Month on Numerous Projects

There have been a number of important developments taking place in the Railway system during the past month. In order that all employees may keep abreast of what is happening throughout the organization, a brief outline is given of some of the projects now under way.

California Street Cable

With the approval by the Board of Supervisors of an operating budget for the California Street Cable lines and the acceptance by the Bankruptcy Court of the purchase offer, the way was cleared for the final consolidation of all public transit in San Francisco under municipal ownership. Purchase price for the cable railroad was $138,-000. The $410,736 budget submitted by the Public Utilities Commission covers the period through June 30, 1952. Revenues are estimated at $317,-964, so the expected deficit should be around $92,772.

The California Street company was one of the first cable railways in San Francisco, starting operations in 1878. At the time the company discontinued service, they had 47 cars and employed 139 persons. It is hoped that the city can start operating about December 9th. More details on Cal Cable will be given in our next issue.

P.C.C. Cars

The first of 25 new P.C.C. cars arrived recently, and all of them are expected to be delivered within the next month. The cars were ordered from St. Louis Car Company early this year and cost $34,940 each. They are standard, single-end cars, which means that operating controls are located only in one end of the car rather than in both ends. This results in greater seating capacity as well as a saving in the cost of the cars.

The standard car also differs from the specially built double-end model in that the "rear" door is located in the center of the car. The new trolleys were originally constructed for two-man operation but could be adapted for one-man operation if desired. However, the use of two men will be mandatory since in the recent election the voters reaffirmed their desire for two-man operation of street cars.

(Continued on page 2)

Above: A group of Municipal Railway executives and representatives from the Southern Pacific Railroad were on hand to greet the first of 25 new P.C.C. cars on its arrival in San Francisco (see story on this page). Right: Among those present for the first inspection of the new car were Col. M. D. Mills, Transit Consultant; J. H. Turner, Manager of Utilities; Philip F. Landis, President of the Public Utilities Commission; Charles D. Miller, Railway Manager.

As soon as the first of the new trolley coaches was rolled into Potrero Yard, it received a thorough scrutiny from some of the men most concerned with its operation. Jim O'Donnell, Shop Foreman, and Paul Romo, Subforeman, are checking the center door, while Bress Corley, General Foreman Electrical Equipment, and George Lewis, Division Superintendent, inspect some of the controls.

The cars are 47 feet long, which is three feet less than the P.C.C. cars already in service. They have a seating capacity of 58 passengers as compared to 52 for the longer cars. They also have the new "standee windows," which have proved so popular on the trolley coaches.

The cars are powered by four Westinghouse motors and equipped with the latest in Westinghouse controls and brakes. Additional safety features include two emergency exits at the center and rear of the car and a battery-operated emergency lighting system in case of power failure.

Trolley Coaches

Ten of the 40 new trolley coaches have arrived, and the remainder will be received within 30 days. The coaches, also built by St. Louis Car Company, will seat 48 passengers and cost $19,343 each. They will be put in service on the No. 47 line and also, upon completion of the necessary overhead, on the Misson Street extensions.

Ocean-Phelan Terminal

Specifications have been prepared for the construction of a new $70,000 street car and trackless trolley terminal at Ocean and Phelan Avenues. The terminal will serve patrons of the "K" line cars as well as passengers from the trolley coach line soon to be constructed on Ocean. (See "Trolley Overhead - Ocean Avenue")

The loop will extend into the property on the north side of Ocean Avenue, and the overhead will serve both coaches and street cars. A covered waiting station will also be constructed at this point.

Track Work — Ocean Avenue

The big track reconstruction job on Ocean Avenue from Junipero Serra to Phelan is progressing right on schedule, and it seems likely that the contractors may complete the work before the January 9th deadline. The job is being handled by Eaton and Smith at a bid price of $156,375.

Trolley Overhead — No. 14 Line

Conversion of the No. 14 line to trolley coaches is planned for January 6th. The overhead on Mission Street from Richland Avenue to Daly City is being installed by Abbett Electric Company.

Trolley Overhead — Ocean Avenue

The contract for construction of the trolley coach overhead on Ocean Avenue from Mission to Phelan was awarded to Severin Electric Company for $28,242.19, and the line is scheduled to be ready for operation by this March. The trolley coaches on this line (which will be a branch of the No. 9 line) will connect with the "K" street cars at the new Ocean-Phelan terminal.

Track Wyes and Curves

A contract for special track work needed for single-end cars was awarded to Eaton & Smith at a price of $62,-909.75. Three locations are involved: (1) Ocean and Lee Avenues, where a double track wye will be installed to permit access to the proposed Phelan loop. (2) West Portal and Ulloa Avenues, where the existing single track wye will be changed to a double track wye; this will permit inbound cars on West Portal to make a left turn directly into Ulloa. (3) Taraval and 35th Avenue, where a single track wye will be installed to handle switchbacks of single-end cars.

Geary Offices

The contract for remodeling the Geary offices was awarded to Martinelli Construction Company for $83,300. Construction will start sometime after the first of the year, and the contrac-

Passengers on the Powell-Mason line get a good view of the construction work on the Broadway Tunnel as the car crosses the new overpass above the tunnel entrance. New cable tracks have been laid from Washington Street to the outer terminal of the line. The street still looks pretty torn up at this point as the contractors have not as yet completed the necessary resurfacing.

tors have six months in which to complete the job.

Track Work — Mason Street

When the No. 59 Powell-Mason cable line resumed through service on October 28th, the cars operated on new tracks from the outer terminal to Washington Street. Cable operation on this section of the line had been abandoned for over a year due to construction work on the Broadway Tunnel, and this afforded an excellent opportunity for some long-needed track replacement. Our own Track Department handled the job.

Washington-Jackson

The Engineering Department is preparing specifications for reconstruction of the cable tracks on Washington and Jackson Streets. The rails necessary for this job have already been ordered.

Tours of Discovery

The new Tours of Discovery are now available for distribution. The folder includes a map as well as a listing of all transit lines showing the routes covered. Photographs and sketches of various spots of interest in San Francisco are also included. These guides may be obtained at most hotels and department stores as well as at the information booth at City Hall and at all Railway offices.

Elkton Shops

Elkton has been undergoing a remodeling both inside and out. In addition to the modernization of all the machine tools in the building, the shops are getting a new roof and the exterior walls are being refinished with new sheets of tin. Regal Roofing Company is doing the roof work at a cost of $16,661, and the job should be completed by the middle of December.

LaPlaya Waiting Station

A waiting station at the terminal of the No. 5 line is nearing completion. A. W. Baum has the contract at a price of $7,371.

Heaters in Trolley Coaches

Heaters have been purchased and installed on 264 trolley coaches. The heaters were manufactured by Wessix Heater Company and installed by our own shopmen.

Air Conditioning — 24th Street

An air conditioning system has been installed at the garage at 24th and Utah. Beaumont Furniace Company handled the job for $4,203.95.

Track Work — Mission Street

Eaton & Smith was the low bidder ($9,381) on a track job consisting of removing crossings and re-surfacing the street at Mission and First and at Mission and Fremont Streets.

OUR SISTER UTILITIES

It is with the deepest regret that we report the death of *Joseph Conway*, Manager of Water Sales, who passed away on November 1st. He was respected and loved by his superiors and his subordinates, and his loss is felt by all. Mr. Conway was 65 and had been with the Water Department since April, 1930; he joined the department as a General Clerk and was the first employee hired after the city took over the Spring Valley company. . . . Congratulations to *Joseph A. Oneto*, who won second prize at the recent City Art Festival held at the Palace of Fine Arts. . . . We're all looking forward to the party for Hetch Hetchy Manager *A. O. Olson* at the Sir Francis Drake on December 5th, and wish the popular executive lots of luck and happiness in his retirement. . . . AIRPORT NOTES: *Joe Zunino*, Service Supervisor, has returned from a vacation trip to San Antonio, Texas. *Joe Baumann* has received a promotion to Sr. Bookkeeper and will be working at 425 Mason Street, while *Tony Radevich* will take his place at the Airport. *Emmet Smith*, Asst. Superintendent of Operations, is mighty proud of that beautiful new Nash!

KIRKLAND DIVISION

Operator *Frank A. Barone* did Kirkland proud by being named "Muni Man of the Month" in October. . . . *Herb Franklin*, long time relief receiver at Kirkland, was recently transferred to the Lost and Found Department. His friends here really miss him. . . . Congratulations are in order for Operators *Elmer Merrill*, *N. L. Brown* and *Paul Chow* — they all have new baby sons. . . . We understand that our Graveyard Dispatcher, *George Mitchell*, wears a nightgown to work. . . . Dispatcher *Elmer Maples* was off sick for a few days. However, he has returned to work and seems to be in his usual good humor. . . . *Charlie Lassiter*, our Day Dispatcher, is taking the bus to work. His "Stanley Steamer" is in the garage. Did you check the gas tank, Charlie. . . . A Kirkland Division basketball team is being organized and anyone interested should contact Operator *James Davis*. We have an operator here, *James Matson*, 6 ft. 3 in., 190 pounds, who formerly played for a Texas university. Looks like he might be good material. His nephew, Ollie Matson, is a U.S.F. football star. . . . Again as the holidays approach, we say "SAFETY — SERVICE — COURTESY!"

A very ticklish job was this one in front of the Bryant Street substation. The feeder wires which carry all the current to and from the powerhouse had to be raised in order to provide clearance for the new No. 47 trolley coach overhead. The job had to be done while the wires were "hot," and, with both negative and positive wires involved, extreme care was required on the part of the Severin Electric Company linemen who handled the job.

A Christmas Greeting from the General Manager

To My Fellow Employees of the Municipal Railway:

That we have reason to rejoice at this season is due to our good fortune in living in a country where each one is free to think and speak according to the dictates of his heart.

"Peace On Earth, Good Will Toward Men" has real meaning here, and because we want to keep it real —because we believe in the spirit of this Holiday Season—I want to extend a hearty handshake, a few kind thoughts, to all employees.

I want to wish you a joyous holiday season, and may you experience that peace and happiness which comes with the knowledge of a year well spent and a job well done.

C. D. MILLER,
General Manager

SCHEDULE MAKERS' LIST ADOPTED NOVEMBER 23rd

The long-awaited Schedule Makers' list has been released, and the 11 men who passed the stiff examination deserve heartiest congratulations. Following are those who qualified: James E. Dickinson, Joseph F. Guidi, Frank J. Scheifler, Jr., Thomas E. Dolan, Richard J. Griffin, George A. Gayner, Maurice F. Ittig, Jr., Albert O. Sandstrom, Thomas J. Galvin, Anthony J. Campillo and Robert F. May.

All of these men are Inspectors with the exception of Mr. Dolan, who is a Traffic Checker. Requisitions for the seven available jobs will be filled shortly.

DISABILITY TRANSFERS

The following men have received disability transfers:

Raymond R. Dieden, Kirkland Operator, to Car Cleaner with the Railway.

Patrick J. Groden, Car Cleaner (former S102), to Elevator Operator with the Bureau of Public Works.

John Mahoney, Geary Conductor, to Watchman with the Board of Public Works.

Luther H. Milliken, Geary Motorman, to Car Cleaner with the Railway.

William Moyle, Geary Motorman, to Janitor with the Railway.

John Schaumleffel, Utah Operator, to Car Cleaner with the Railway.

Operator Lee Falls Helps Save the Day In Recent Court Case

Operator Lee Falls of Potrero Division was the subject of a recent letter of commendation from Donald J. Kropp, Deputy City Attorney. According to Mr. Kropp, Mr. Falls was instrumental in saving the Railway a considerable sum of money in a court case involving one of his passengers.

It seems that an automobile had crossed sharply in front of Mr. Fall's bus, necessitating a sudden stop which caused a woman passenger to fall to the floor. She filed suit in the sum of $25,000.

Mr. Kropp states, "Due to Mr. Falls' alertness in leaving the bus shortly after the incident and obtaining the name of a witness on the street we were in a very favorable position to prove what necessitated the sudden stop. Furthermore, Mr. Falls' appearance and conduct and testimony at the trial of the above matter was most commendable and very favorably impressed the judge and jury."

Without the independent witness secured by the operator, the City Attorney's office would have been considerably handicapped in their defense of the suit. It would be of inestimable value to them and to the Railway, as well as to the employee himself, if every operator would show the alertness in obtaining witnesses that was displayed by Mr. Falls.

GEARY DIVISION

Seems that *Charles Wade,* Receiver at the Geary Division, is getting some very good tips from our happy-go-lucky Relief Dispatcher, *Henry Bobben* for he spent a few days up in Reno and hit a few jackpots. . . . The new Sears store has opened here at Geary and Masonic; the boys on the "B" and "C" lines had their hands full the first few days. . . Overheard in a market the other day: A Janitor came in and wanted some wine; the storekeeper was busy so he told this Janitor to help himself, which he did. When he got home and sampled it, he said it was sure a good wine. But the tale goes that when he went to get up, he couldn't. *Casey* got the wrong bottle! . . . Operator *Mike Carpine* went hunting, we hear. We hope if he got any deer he shot them and did not run them down with his machine. Let them show bullet marks and no tire marks, Mike. . . . Operators *W. H. Smith* No. 2 and *C. L. Utt* were not very lucky on their deer hunting trip this year. They got a lot of exercise but no game. . . . Incidentally, did you know that there are three operators named *William H. Smith* working for the Railway? . . . If you want to see an operator laugh, get *W. L. Adams* to tell you the story about the Odd Fellow. . . . We hear Inspector *Harold (Sugar Boy) Shurgin* has had a few more hairs grafted to his head, donated by Inspector *Bill (Slug) McGowan.* Maybe Dispatcher *William (Wild Bill) Hutchison* will donate some of his mustache. *(We know Reporter Emery Dutcher would not write about himself, but he has received a very nice letter of commendation from Utilities Manager J. H. Turner for his resourcefulness in handling an incident at the dispatcher's office recently.)*

TRACK DEPARTMENT

A welcome is extended to *Fredrick Davies,* Compressor Operator, who comes to us from the Water Department. . . . We were all sorry to hear of the death of *Joe Kennealy's* mother and of *John Hurley's* sister. Our sincere sympathy goes to them both. . . . Our boss, *John Ryan,* is a busy man these days, he acquired a new title as well as a lot of new duties in the recent organizational shake-up.

New Jobs for John Ryan And Vic Peterson Under Latest Staff Set-Up

Effective November 1st, two Railway men have received new titles and new responsibilities. John Ryan became Superintendent of Power and Plant with three new subdivisions under his supervision. Victor C. Peterson was assigned as Superintendent of Equipment, in charge of all shops and garages.

The new Superintendent of Power and Plant will now be responsible for the Cable Machinery, Motive Power and Overhead Line Departments in addition to the Tracks, Ways and Buildings which were already under his supervision.

Mr. Peterson will be responsible for the maintenance of all automotive and electrically propelled equipment operated by the Railway. His department will include four garages and six electrical shops in addition to the main repair shops at Elkton .

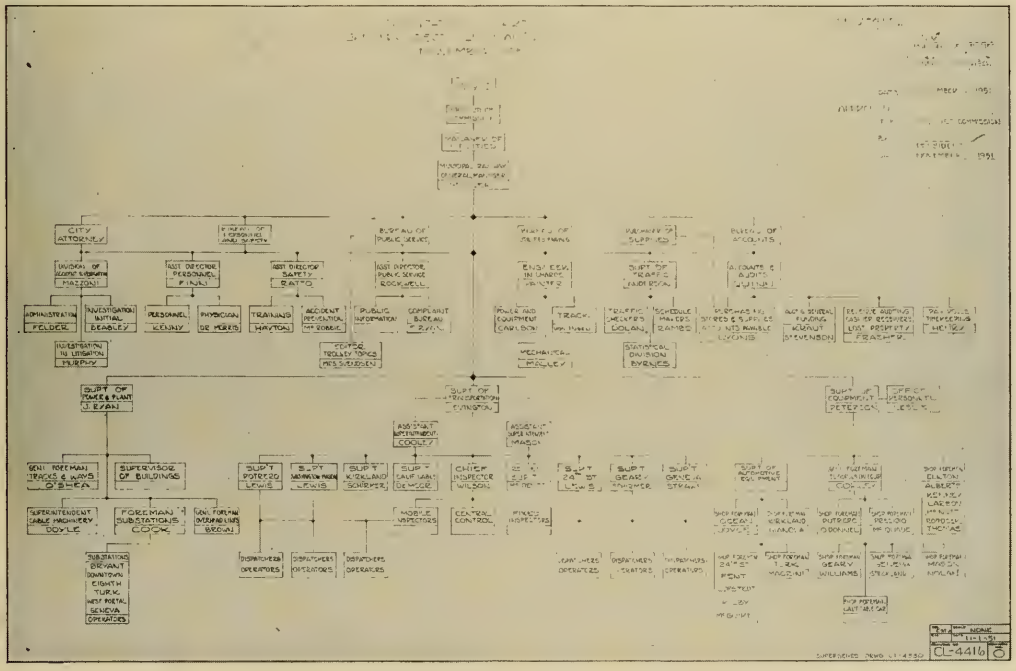
RETIREMENTS

Name	*Classification*	*Employed*	*Retired*
John J. Burke	Geary Conductor	11-20-24	10-15-51
Grover C. Hachette	Geary Conductor	10-30-28	11- 1-51
Edmond Heiser	Geary Conductor	5-16-18	11- 1-51
Jay Longfellow	Geary Conductor	4-22-12	11- 1-51
Edward Melley	Geary Conductor	7-27-21	10-23-51
Walter Rabenorth	Geneva Motorman	10-30-42	11- 1-51
Peter J. Ruggiero	Kirkland Operator	10-23-31	10- 5-51
Demeter Stasa	Car Cleaner	11- 1-19	10-30-51
Leon R. Stevens	Geary Conductor	6-13-27	10-17-51

GENEVA-OCEAN DIVISION

The holidays are upon us, and it will not be too long before we will start our New Year, 1952. . . . Conductorette *Julia Cheek* is still on the sick list and do hope to see her smiling countenance again soon. . . . Seen at Golden Gate Fields as often as possible: *F. Simon, E. Coleman, E. Eknoian, J. Coleman, M. Domenichini, S. Gelini* and *D. Theodos*. . . . Glad to see Operator *George Tanzer* back from Korea and looking chipper as ever. . . . Operator *G. Sarcander* and Operator *J. E. Smith* were lucky in the football pool. . . . Relief Receivers *P. Piscitelli, Fred Simon, W. Lusk* and *L. McCarn* have been doing a wonderful job, and *Les O'Connor* as our Relief Dispatcher is A-1. . . . Receiver *Bob Putney* was off on the sick list for about two weeks but is back again and his pipe still going strong. . . . Conductor *George Hatzis*, our Owl man, is back on the job after a three week illness. . . . Conductor *W. W. Reinhardt* had a very unfortunate accident and broke his toe. Hurry back, Bill. . . . Yours truly, *Skip Sawyer*, is going on vacation and will be back before Christmas. Hope no one ate too much turkey for Thanksgiving!

The new organization chart shown below reflects the changes in personnel that have taken place since the last chart was issued as well as some changes in the actual organization of Railway departments (see story above). Among the top bracket personnel changes were the accession of C. D. Miller to the General Manager's post replacing William H. Scott who retired; assignment of J. C. Painter as Engineer in Charge replacing Fred ReQua who was promoted to Sr. Electrical Engineer; and the appointment of Vernon W. Anderson as Superintendent of Traffic replacing David D. Canning who resigned.



A BRIEF HISTORY OF SAN FRANCISCO TRANSIT
Part I. Horse Drawn Vehicles

Omnibus

The first regular transportation facilities in San Francisco were established in 1852 when an omnibus line (the "Yellow Line") began operation. The route was from Kearny and Clay Streets via Kearny, Third and Mission to Mission Dolores. A line on Folsom Street and crosstown lines to North Beach and the Presidio were soon added. The fare was 50 cents on week days and $1.00 on Sundays, with service operating on a 30 minute headway.

The business was profitable and competition soon developed with the result that several new lines were established (including the "Red" line with routes closely parallel to those of the "Yellow" line), and the fare was gradually reduced to a standard 10 cents.

The omnibus looked something like a stage coach and carried about 18 persons. Drivers were paid $2.50 for a 12 hour day.

Horse Car

In 1857 the State Legislature granted a franchise to Thomas Hayes and associates to build a street railway on Market Street and out Valencia to Mission Dolores. Thus the original Market Street Railway Company was formed, and on July 4, 1860, the first experimental horse car trip was made. However, horse cars proved to be inadequate due to the shift of the sand hills along the route, and the franchise was amended to permit the use of steam dummies. The Hayes Valley branch line was put in operation in 1861, employing horse cars on week days and steam dummies on Sundays and holidays.

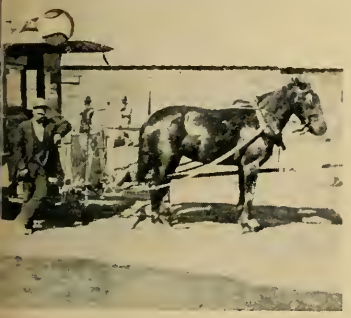
With the advent of the Market Street Railway, the omnibus companies suffered a serious loss of patronage, and the two largest companies (the Red and the Yellow) converted their lines to horse cars. By 1870 four more horse car railways were in operation, some in direct competition with the older concerns and some extending into as yet unserved territory.

The popularity of the horse car reached its peak in 1875 and thereafter declined in favor of the cable car. In 1875 there were eight railway companies in the city (including the Clay Street cable, which started operations in 1873. These companies operated a total of 220 cars upon 80 miles of track and employed 700 men and 1700 horses.

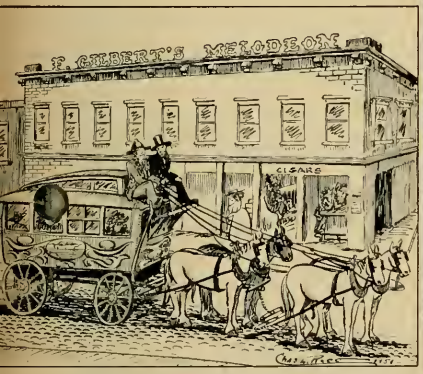
(Next month: The Cable Car.)

The Hayes Valley branch line of the Marke in 1861, employing one-horse car equipmen and holidays. This line ran along Hayes S

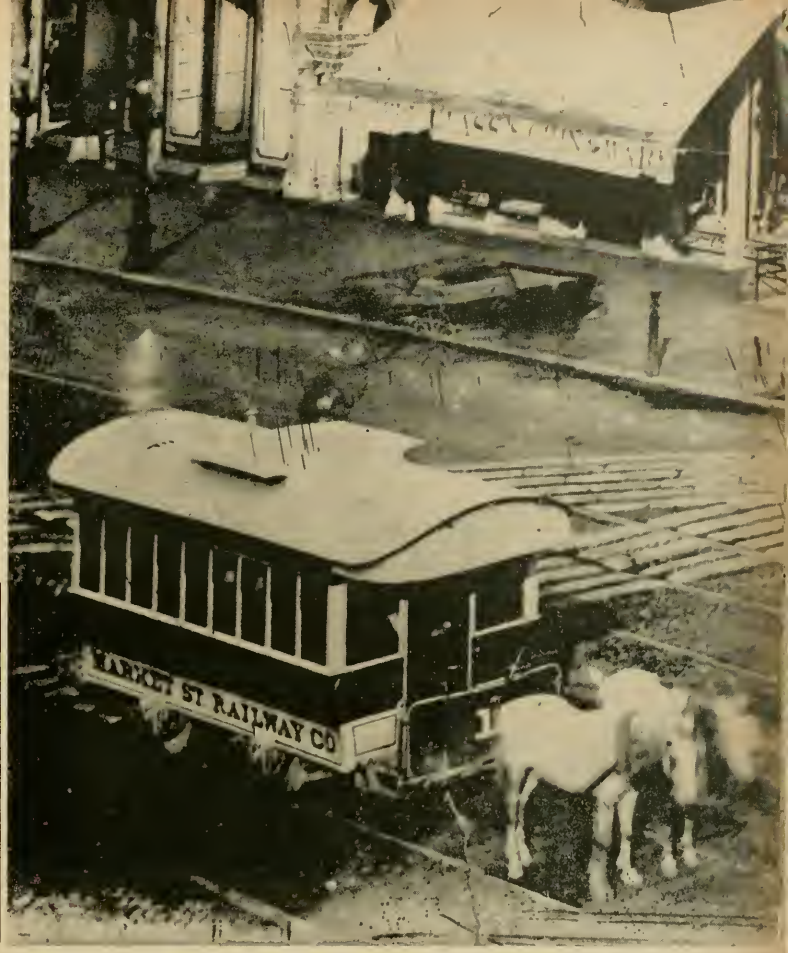
Henry Casebolt's Balloon Car, invented in the 1870's, was an ingenious solution to the problem of reversing the car without unhitching the horses or providing a turntable. At the end of the line, the driver simply removed a pin and led his horses in a semi-circle, rotating the body of the car on its truck. The car held 14 passengers.



eet Railroad Company was put in operation week days and steam dummies on Sundays as far as Laguna.



The first public transit vehicle in San Francisco was the omnibus, with two or four-horse teams and with the driver perched up on the roof as on a stage coach. Artist Charles L. Reed has made this sketch from a very faded photograph which was taken at the corner of Montgomery and Clay Streets in 1860.



Cable cars were starting to compete with the horse car for business by the time this picture was taken in 1880. The horse cars had provided good service and were appreciated by the riding public. Generally, single fares were 10 cents, with a card of four tickets selling for 25 cents. The tickets were printed on strips of pasteboard and were clipped off with a pair of scissors by the driver. Fares were eventually fixed at a uniform 5 cents.

Below left: While the original plans for a railway on Market Street called for horse cars, it was found necessary to amend the franchise to permit operation of steam dummies that would be powerful enough to pull cars over the sand-buried tracks. Later scrub brush was employed as a thatch to hold back the sand, and horses replaced the dummies. This photograph, taken in 1862, shows one of the original Market Street steam dummies. Below right: Although the cable car was introduced in 1873 and the electric car in 1891, horse cars were still a popular mode of transportation when this picture was taken at the Ferry Building in 1905. Horse cars were finally abandoned in 1913.

FRANK A. BARONE IS OCTOBER "MUNI MAN OF THE MONTH"

LATEST AWARD WINNER DRIVES NO. 31 LINE COACH; IS PART-TIME POET, TOO!

Frank A. Barone, Kirkland Division Operator, was chosen "Muni Man of the Month" for October .

The latest winner received his $50 cash prize in the office of Utilities Manager J. H. Turner last month. Also present at the City Hall ceremony were Frederic B. Whitman, president of the Western Pacific Railroad Company and vice-president of the San Francisco chapter of the National Safety Council; Iver C. Larson, local manager of the Safety Council; E. B. Sorensen of Fielder Sorensen & Davis, and A. J. Schirmer, Kirkland Division Superintendent.

The No. 31 line operator was selected by the judges from 608 commendations received during October. Mr. Barone's passengers have been most impressed with his "outstanding courtesy, dignified efficiency and skillful driving." They have noted that he really seems to like his work and that he takes pride in doing a good job.

The Barones have five children and eight grandchildren, all living in the Bay Area. Mr. Barone is 56 years old and has been with the Railway for six years.

In addition to enjoying his family and his work, Mr. Barone gets considerable pleasure from his hobby, which is writing poetry. He has made his hobby pay off too, and receives a regular income from the verses he sells, mostly to greeting card firms. One of his poems, "A Bus Driver's Dream," was printed in a recent issue of Trolley Topics. Another, which was no doubt inspired by his triumph in the Muni Man contest, appears on the opposite page.

Mr. Barone was the 14th winner of the $50 prize. Previous winners include: Francis F. McManus, Potrero; George Glassford, Kirkland; Delg P. Tufo, Utah; L. B. Delaney, Presidio; Walter E. Stone, Ocean; Joseph P. Sullivan, Geary; Edgar Newlon, Ocean; Ethel Rutland, Geneva; Eugene McIsaacs, Utah; Reginald H. Simpkins, Ocean; Samuel A. Draper, Potrero; Lawrence J. Kosar, Presidio, and Frank A. Offen, Geneva.

The list of those commended during the month of October follows:

Geary

Charles M. Boone, Miguel P. Corpuz, John H. Fitzgerald, George L. Fordtran, Opha E. Gilman, Theodore Hanges, Ivan L. Harness, Ethel A. Jeffers, James Kelly, Patrick McCarthy, James J. O'Brien, Charles J. Schmidt and Henry A. Tilton.

Geneva

Ashby Anderson, Charles Bauman, Emanuel Bennett, Albert Buriani, Leonard Campisi, William H. Clifton, Leonard Cristiani, Lloyd S. Dilley, Marion P. Evans, Peter P. Farrelly, G. N. Ferderer.

Joe F. Gurnsey, Elmus E. Hawkes, Isadore Mails, Michael McCarthy, Leslie B. Mickell, Joseph P. Noisat, J. J. O'Brien, Frank A. Offen, Joseph Orner, J. A. H. Peterson, W. W. Reinhardt, Henry A. Ruffoni, Christopher Ward and Austin H. Woosley.

Kirkland

Jose Lee Abeyta, Glenn E. Adams, Teofilo T. Aragon, T. A. Arditi, Frank A. Barone, Thomas J. Barton, Charles Benton, Emilo D. Boschetti, Jesse J. Brewster, John S. Bryant, Burton D. Byron, John W. Castro, Leslie M. Crawford, Julia M. Dantignac, John F. Descampos, James J. Fitzpatrick.

Daniel N. Flecher, Si J. Gallegas, Shelley Simon Gaudin, C. G. Hageman Sr., G. Halloway, Leroy Hancock, Harry E. Harvey, Clifford B. Henry, William C. Henry, William G. Hines, Gerald K. Hulse, George A. Hurlbut, Purnell E. Jacobs, George A. Jewell, Hyman Klezmer.

Joseph J. Larocca, Robert E. Linehan, James T. Matson, Vincent J. Matteo, Ervin Matthews Jr., John J. McDonagh, Hughes Menifee, William T. Millar, Albert D. Oloan, Raymond Patterson, Vida P. Peoro, Eugene P. Peyre, Emil J. Pieroni, Richard D. Ponne.

Wilbert E. Randall, Anthony Robinson, Henry G. Sum, Ernest V. Thompson, Patrick J. Tinnian, Otto D. Wade, Charles F. Wagner, Edward P. Walsh, Robert F. Weber, Emmett Whittle, Charles Williams and Richard Williams.

Ocean

Jesse L. Banks, Rinaldo E. Baracco, Sylvia B. Barr, Daniel J. Barrett, Karl Berndston, Harry W. Bowens, M. C. Burchfield, Robert R. Buttle, Charles Cassayre, John R. D. Cheek, Henry L. Cologne, Edward M Cop, Martin R. Cortesi, George W. Cushing, William J. Deboi, Albert Dubrovich.

Frederic B. Whitman, president of the Western Pacific Railroad Company and vice-president of the San Francisco chapter of the National Safety Council, was a guest of honor at last month's "Muni Man" ceremony. Here he makes the presentation of the check to Frank A. Barone, the operator-poet who was judged the most courteous Railway employee during October.

After the presentation, the other guests lined up to congratulate the winner. Left to right are Iver C. Larson, manager of the National Safety Council; A. J. Schirmer, Kirkland Division Superintendent; Mr. Barone; J. H. Turner, Manager of Utilities; and E. B. Sorensen of Fielder Sorensen & Davis, the car card firm which donates the $50 checks.

Peter G. Economu, Joe Eldridge Jr., Margaret F. Figgins, Harry J. Carabedian, Janet R. Garlock, Thomas Gowanlock, Anthony Graggen, Tino G. Granucci Curtis E. Green, William H. Hage, A. G. Hansen, Clyde E. Hardin, Paul Lee Harmon, Paul W. Harr.

Adam Jackson, Lloyd L. Johnson, Orrin C. Johnson, Glenn S. Jones, N. J. Judson, H. Kannengieser, Marvin Kimber, Oram S. King, Frank F. Klein, Michael Kulis, Lynn Lovvorn, Leroy Lee Lowrey, Manuel M. Machado, James C. Madison, William P. Malone, Everett D. Maloney.

William F. Mayer, Angelo Michelini, Peter H. Mitchell, Frank H. Mitchem, Jualdion Monteiro, William Navas, Morris M. Newman, Edward Lee Oakes, Thomas F. O'Rourke, Andrew N. Payne, W. H. Payne, Leo L. Pointer, A. J. Powell, James D. Powell.

Buford V. Rambo, A. E. Rice, William E. Ruhe, Manuel T. Saunders, Raymond Saunders, Reginald Simpkins, George L. Siverand, Clarence J. Sweet, Evan Thomas, Ashford Todhunter, Walter J. Tompkins, James Verducci, Willie C. Ware, Charles R. White, Paul S. Whitten, Stanley R. Wilsey, J. J. Windrow, Charles W. Woodard and Anthony Zgraggen.

THE MUNI MAN OF THE MONTH

By
FRANK A. BARONE

Who is the fellow always gay
Who smiles at everything you say?
The Muni Man of the Month!
Who treats you with real extra care
When you have paid your 10-cent fare?
The Muni Man of the Month!

When you are dragging weary feet
And cannot find a vacant seat,
Who sympathizes while you stand
And tries to give a helping hand?
The Muni Man of the Month!
When some old crank begins to squawk
With a nonsensical remark,
Who does his best to string along
But winds up always being wrong?
The Muni Man of the Month!

Potrero

James C. Albee, James Appleberry, William A. Atkinson, Robert Bailey, Andrew G. Baronik, James Brown, Gerald N. Casavant, E. E. Crane, Wilford C. Daniels, John P. Deasy, Evans A. DePeu, Robert R. Eiseman, Lee S. Falls, Frank A. Garcia.

Francis W. Heywood, Oswald A. Holtzen, Clay Orel Howell, George D. Jacobs, M. D. Johnson, James P. Joyner, Margaret W. F. Lewis, Farrell E. Long, Laverne C. Mogensen, Joseph Monteleone, William C. Mosena, Edward J. Mullane.

William R. Ping, Dewey Rogers, Joseph W. Simien, Bert Simpson, Woodson W. Smith, Eugene Southworth, Johnnie Walker, Herbert A. Webster, Charles Whitchurch, W. O. Wieland and Thomas E. Williams.

Presidio

Winstron L. Adams, Samuel Barone, James J. Brackett, Thomas S. Cullen, Lilburn B. Delaney, James P. Donnelly, Gordon H. Fendel, William C. Gaines, Willie Lee Green, Robert A. Guiles, L. Gravenburg.

Antone L. Hamilton, Phillip R. Harris, Raymond Harrison, Harry W. Hartig Jr., Lee Vern Heise, Emmitt Hozay, Edwin Jostmeyer, Charles S. Justus, John F. Keough, Robert C. Lee, Joseph A. Logasa, Odell R. Lyons.

Angelo P. Lunard, Joseph McCowan, R. K. Mingee, Lloyd J. Nybye, Francisco Olivo, Jerry A. Perstein, Lawrence Pfeiffer, Harry B. Phillips, M. C. Redden, Albert S. Sarhad, Raymond Shiver and Walter Wolfenden.

Utah

Samuel E. Ford, Joseph Leo Gollob, Robert G. Henke, Levert J. Higgins, G. J. Martensen, Edward J. Payton, Nick P. Revello and Earl S. Thomas.

Washington-Mason

Mary Alice Ball, Donald R. Chew, James Medaxian, Richard A. Mostert, Patrick A. Mullin and W. Mason.

T. A. Arditi, Kirkland Division, No. 19 Line, employed May 16, 1949.

James J. Brackett, Presidio Division, No. 5 Line, employed January 22, 1935.

Tino D. Granucci, Ocean Division, No. 10 Line, employed August 5, 1918.

C. G. Hageman, Kirkland Division, "B" Line, employed August 6, 1948.

Joseph Monteleone, Portrero Division, No. 6 Line, employed June 11, 1917.

Edward J. Mullane, Potrero Division, Special Duty, employed April 23, 1941.

Harry B. Phillips, Presidio Division, No. 4 Line, employed July 11, 1938.

Nick P. Revello, Utah Division, No. 35 Line, employed Sept. 10, 1918.

Henry A. Tilton, Geary Division, Collector, employed April 29, 1941.

Runners-up in the October "Muni Man of the Month" contest included the men pictured above. Two others who failed to appear for their photographs were Patrick A. Mullin of Washington-Mason Division and William E. Ruhe of Ocean Division.

GARAGE EXHAUST

Our congratulations and best wishes are extended to *Victor C. Peterson,* who has moved up one more step. He has been so busy we haven't had a chance to learn whether or not he was given the barracuda promised by *Ken Murray,* who wrote from Todos Santos Islands, Mexico, on September 25th. . . . The movie, "Raging Tide," will long be remembered by *Charlie Joust,* who had a role therein. The director acclaimed Charlie as a "most natural and convincing character actor." . . . *Richard Villatore,* son of *Tony Villatore,* was wounded recently while serving with UN Infantry in Korea. He sustained injuries to his wrist and arm. . . . *Frank Scherzer* never owned an automobile in his life until he drew the winning number during the benefit given for the widow of the late Joseph McCarthy. . . . *E. Bingaman, E. Booth, M. Delucchi, C. Kriens, L. Lofstedt, W. Sawyer, B. Smith, C. Swieger, R. Watson* and *A. Williamson* are among the most avid indoor horseshoe players in the current league at Utah Division. . . . *Mary Ellen O'Connor's* vacation will be spent at Huntington Falls — she said. *Fred Thomas* spent his vacation "fixing up" his new home. *Bill Ehni* is eating venison these days. *Jerry Durant* reports that he used two bullets during his hunting trips this year. His score: One buck, one doe. *(We want to welcome the writer of this column, Bud Soward, who is taking Vic Peterson's place as reporter for the garages. Vic has assumed some new responsibilities which will take all of his time — see story on Page 5; our thanks go to him too for all the fine columns he has contributed to Trolley Topics.)*

OFFICE CHITCHAT

Sergeant *Herb Bloom* of the Army Air Corps was in to say goodbye before his departure via plane to his new assignment in French Morocco. Sergeant *Clyde Onstot* is still at March Field. . . . *Paul Frasher* and *Herman Warnke* copped the honors in the Civil Service Association Golf Tournament held at Crystal Springs. Paul shot a 76 for the best round of the day, and Herman used his handicap to garner the low net. . . . *Jim Pagee* has returned to the Timekeeping Department after his discharge from the Armed Forces. *Mary Mooney* has transferred to Ocean Division Timekeeping from the Health Service. *Selma Williams* is now working in the

Claims Bureau, and *Evelyn Cadigan* has joined our general clerk ranks. Incidentally, *Bill McCabe* has left Tabulating to take a fling at private industry. *Margaret Burns* and *Jimmy Lawless* have come back off the sick list, but *Alvina Gianeschi* is still convalescing. . . . A few of the late vacationers are roaming around yet. *Lorraine Graves* visited Fresno and Visalia. *Johnny Lyons* spent a week or so in Lake County. *Marie Erlwin* ventured as far afield as Juarez, Mexico. *Jim Kavanaugh, Elsie Eisenberg,* and *Margaret Curtin,* also took the final week of their vacations. *Melody Shea* and *Alice Grant* gave the double-O to Santa Barbara and Hollywood. *Frank Littlejohn* mud-bathed in Calistoga. . . . *Rita Navarret* had a visit from the little blind bow boy during her vacation and has announced her engagement to Joseph Thomas. . . . *Frances Sanchez* was given a shower-luncheon at Eth-El-Bert's. Present were *Midge O'Reilly, Laura Byers, Elizabeth Colclough, Eleanor Kenny, Betty Ann Hodgson, Eulalie McVicar* and *Rita Navarret.*

LINE DEPARTMENT

The traffic was heavy at the corner of Stockton and Market, and the traffic officer was sure that *Al Church* was going to move his truck out of the intersection. Al was just as positive that he wasn't going to move until the crew on deck had finished repairing the damage to the wiring. Result: One vote against the policemen's raise and one traffic citation for Al Church. . . . When assigned to work in the crew with *Jason Gordon, Harold Hurtt* was loud in his claim that he could make a top lineman out of Jason in two weeks. One month later and with many uncomplimentary remarks he gave up. Jason is now hinting that, given time, Harold would make a fair gardener. . . . When *Jack Morgan* returned from his extended tour of the Atlantic Seaboard, the light of his life, *Harold Hurtt,* had been transferred to another crew. In vain, Jack racked his brain for some means of getting Harold back. Then he had a happy thought. He traded his new ladder for Harold.

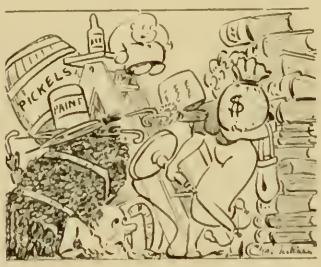
ENGINEERING DEPARTMENT

Due to the absence of a column from this department for several issues, some of our news items may be several months old. Vacations have come and gone. *John Carlson* and *Harry Peshon* drove to Las Vegas, Grand Canyon, Mount Zion and Bryce Canyon. They really got close to nature and slept under the stars. . . . *Shorty von Husen* finally left California (after all these years) via the deep South — all the way to Georgia. That little Plymouth is sure loaded with power! And take it from him, there's no place like San Francisco. . . . *Jackie,* too, had the wanderlust and motored through the great Northwest, stopping at Anaconda (Wharzat? — in Montana, of course!), went on to Chicago, Cleveland and Pennsylvania. . . . *Alex Malley* basked in the good ole California sunshine, southern California, that is. . . . Our outdoor gal, *Mae Chan,* made a pack trip through the wilderness of the Mammouth Lakes area. You should hear her fish stories. Tells them with a straight face, too. . . . *Phil McCall* spent some time at L.A. and Yosemite with a short side trip to Reno. . . . Yosemite was also the vacation spot of *George Woo* and *Joe Dienstag.* . . . Voted "The Trip We'd Like Most to Take" was *Al Kritscher*'s extensive tour of Europe. Al is now working with the S.F. Airport Engineering Department. . . . Relaxing in our own town were our boss, *Jack Painter, Ted Chung* and *Eleanor St. John.* . . . The envy of all of us now is *Otto Heyer,* whose vacation is yet to come. He's planning a trip to Vancouver, B.C., this month. By the way, did you all know that he bestowed his name upon a fair lass from down Australia Way? He's been quite a Jack-of-all trades remodeling his home for the past few months. . . . Congratulations are in order to *Eleanor St. John* for passing the Civil Draftsman's Exam. . . . With the help of *Mae Chan* this column was finally put together! *(This last was no doubt uttered with a sigh by your reporter, Jackie Jackiewich.)*

Whatever It Is, It Eventually Turns Up at Our "Lost and Found"

People leave the most amazing things on street cars and coaches.

While Jane Horton and Herb Franklin of our Lost and Found Department have long since ceased to be surprised at anything that finds its way into their cupboards, they still get a chuckle out of some of the strange items that they receive. For instance, some of their recent acquisitions include a bale of oakum (rope fiber), an artist's oil set with palette, two cans of pate de



foie grasse, a transformer, weed cutter, dog pedigree, some "silly putty," etc.

The department handles around 1200 articles a month. Umbrellas, gloves, books, wallets and keys are the most popular items.

Along with the various articles handled, the department takes in a good deal of money each month—most of which is returned to the owners, however. For instance during October the department received $394.88 in cash and $140.62 in checks.

Every effort is made to find the owner of the articles which are turned in. When these efforts are unsuccessful, the articles are returned to the Railway employee who found them. If the employee doesn't want them, they go to the Goodwill.

Passengers frequently are grateful enough to send tokens of their appreciation to the men who return their lost articles. During October the following persons received cash rewards: B. J. Pope, Utah; R. R. Barley, Geary; C. Ellis, Potrero; L. M. Terry, Geneva; W. Robinson, Geneva; O. Wade, Kirkland; E. Buckner, Kirkland, and J. L. Watkins, Potrero.

TROLLEY TOPICS

Vol. 6 DECEMBER 1951 No. 10

CITY & COUNTY OF SAN FRANCISCO
Elmer E. Robinson, Mayor

Published under direction of the
PUBLIC UTILITIES COMMISSION

Philip F. Landis, President
Sam McKee — Victor S. Swanson
Edward B. Baron — Donald A. Cameron

Adeline Svendsen, Editor
Charles L. Reed, Artist
Marshall Moxom, Photographer

REPORTERS

Jim Lewis — John Whitney
John Hurst — Ken Howard
Jim Bittles — Marie Jackicich
Emery Dutcher — Bud Soward
Joe Kennealy — Dolores Shea
Jim Leslie — Skip Sawyer
Dick Griffin — Elven Whelpley
Harry Franklin — Bob Williams

Address communications to 1345 Turk St.
San Francisco 15, Attention Editor

SYMPATHY

(We are sorry to report the deaths of the following employees. Sincere condolences go to the families.)

Harvey Mayville, Inspector, died suddenly on October 5th of a cerebral hemorrhage. He was employed as a Conductor in 1926 by the Market Street Railway and received his appointment as an Inspector five years ago. He was 51 years old.

George Wieland, who joined the Municipal Railway 23 years ago as a Motorman, died on October 31st. He was 57 years old and for the past two years had been working as a Car Cleaner on a disability transfer.

TROLLEY TOPICS

MUNICIPAL S.F. RAILWAY

Volume 7 JANUARY 1952 No. 1

No. 14 Line Will Get Trolley Coaches January 6th; Improvements Scheduled on Several Other Lines

The fast-moving transit improvement program will reach another milestone on January 6th when the No. 14 Mission line will be converted to trolley coach. Service on Mission Street will also be supplemented by express and limited stop gasoline coaches, and a limited stop service will also be introduced on the No. 5 McAllister line. In addition improvements will be made on several other lines.

Trolley coaches have been running on Mission Street as far as Richland Avenue since March of 1950. Now the overhead has been extended as far as Daly City, and work is already under way on the Ocean Avenue trackless trolley branch. As trolley coaches are introduced on these lines, more gasoline buses are made available for improving service on other lines.

Following are the changes which will be made in January:

No. 14 Mission (trolley coach)

Trolley coaches will replace motor coaches on the No. 1 Mission line, providing local service from Daly City to the Ferry Building. The first coach leaves Daly City at 5:02 a.m. and leaves the Ferry at 5:37 a.m. The last coach leaves Daly City at 1:06 a.m. and the Ferry at 1:46 a.m.

No. 14 Mission (motor coach)

Limited Stop: Limited Stop coaches will run week days from 6:16 a.m. (leaving Daly City) to 6:10 p.m. (leaving Ferry). This service follows the regular route, and stops will be made at transfer points only between Highland and 11th Street.

Express Service: Express coaches will run week days during the peak hours following the regular route to Valencia and Mission, thence via Valencia, Army, Guerrero, 14th to Mission and then along the regular route. The only stops between Richland and 14th Streets will be made at 24th, 22nd, 18th and 16th Streets (on Guerrero). These coaches will leave Daly City inbound from 6:25 a.m. to 8:12 a.m., and will leave the Ferry outbound from 4:25 p.m. to 5:31 p.m.

Owl Service: Service will be provided on a 30 minute headway starting at 1:31 a.m. from the Ferry and at 12:51 from Daly City. The last inbound owl leaves at 5:13, and the last outbound owl is at 5:27. The four outbound trips leaving the Ferry at 4:01, 4:31, 5:01 and 5:27 are routed via Geneva carbarn in order to provide transportation for employees who have early runs. These coaches are routed over Geneva Avenue and San Jose to Daly City.

No. 5 McAllister

A limited stop service by motor coach will be offered on the No. 5 line during peak hours on week days, Coaches will leave the outer terminal in the morning from 6:45 a.m. to 8:19 a.m., and in the evening will leave the Ferry from 4:01 p.m. to 5:55 p.m. Stops will be made at transfer points only between 6th Avenue and the downtown area.

"B" Geary

An improved "shift" from street cars to buses on weekdays and Saturdays will provide better spacing of inbound trips from the Beach during evening hours. Coaches from the No. 5 and 31 lines will work neatly into the "B" evening schedule. The last through "B" street car will leave the Beach at 5:15½ p.m. on week days and at 5:56 p.m. on Saturdays.

No. 33 and 41 lines

Service has been adjusted and the running time increased on the No. 33 Ashbury and 41 Union-Howard trolley coach lines. On the No. 41 line, a turnback at the Steiner-Green-Fillmore loop will help to apportion service during rush periods on week days.

GARAGE EXHAUST

Amiable *Ed Amiot* worked many nights and week ends to make the Christmas decorations on the Utah Division building. His willing helpers included *Rix Watson, Arnold Valson, Fred Boehme, Fred Thomas* and a shopful of Constructive Critics . . . *John Broun* reports that his wife fractured her foot when she slipped on a highly polished floor in their home a couple of days before his vacation. The vacation was spent at home . . . *Pete Lidstrom* had a merry time recently supervising a troop of Boy Scouts in an activity whereby the boys learned to "rough it." Pete nearly blew a gasket before quitting time . . . Our sympathy is extended to *Leo Lucy*, whose father passed away recently, and to *Hardy Newhouse* in the loss of his mother . . . *Jack Rigsbee* and *Joe Doody* are recent proud fathers—a son to each . . . Ocean Division nominates two men for the Legion of the Bold and Brave: *George Broussal*, who works until 1:30 a.m., then arises at a cold 6:00 a.m. for a motorcycle endurance run. And *George Ewing*, who in the face of maternal frowns took his son along on an airplane ride with pilot and *owner, Jack Nissen* . . . *Al Zaborsky*, devoted husband and father, has found a new love—one slightly used DeSoto . . . There must be a story behind the roster of the holiday shift containing the surnames *Fong, Kosky, Li* and *Tom*. How did Kosky get in there? . . . *Louis Garlier, Al Brighton* and *Wilfred Linehan* are among the new members of the Native Sons of the Golden West.

When Ralph H. McNutt, General Shop Foreman at Elkton, retired recently after almost 43 years of service, the shopmen held a delightful farewell party in his honor. The sign reads: "Here is to one swell guy we will all miss. Good Luck, Mac."

Here's how a motor coach looks after it has been converted for use as an emergency ambulance. The "litter patients" are L. D. Holst and Thomas Norton, and the "ambulatory case" is Eugene Garland, all of Elkton Shops.

KIRKLAND DIVISION

Mr. and Mrs. *Joe Millnamow* traveled to Brooklyn, New York, on vacation. Joe picked up a pair of cowboy boots enroute. How about wearing them to work, Joe! . . . We understand the No. 45 line is too wild for *Al Pearce* so he transferred to the Geary street cars. Smooth sailing, Al . . . *Paul Jones, Jr.,* received his auto from the repair shop just in time for his vacation . . . Thanks to *T. A. Arditi* for donating the radio for the Gilley Room. Everyone seems to be enjoying the music . . . We all noticed a pear and an orange on Dispatcher *Charlie Lassiter's desk*. Could it be an apple for the teacher? . . . *John DeCampos* was passing out cigars on December 10th. Blessed event or just payday? Congratulations, John! . . . Everyone at the Division was sorry to hear about *Bob Siemen's* accident. He received a broken arm. Enjoy the T. V. set, Bob, and hurry back to work . . *Paul Nathan* is to be commended for winning his tough fight in the recent election . . . Dispatcher *Elmer Maples* is wearing a very happy smile these days. The reason: he has just become a grandfather for the first time . . . Here's wishing everyone a very happy New Year. Remember, Safety First—Schedule Second!

OUR SISTER UTILITIES

Mabel Brudos, Water Department Engineering, enjoyed a 12-day trip to Mexico City and a few of the interesting places off the beaten path . . . *Jay Hartman* is the proud father of Susan Marie, the third girl in the family . . . Best wishes to *Frances Miller,* who has transferred from the Fifth Floor Library to the Board of Education . . . *Gladys Kenney* is a proud grandmother . . . *Walter Jones* spent a restful week in Death Valley—says he's still alive though . . . *Seiko Yakahi* is South California-bound on his vacation . . . Belated congratulations to *Sal Novello,* Meter Reader, proud father of a baby girl . . . *Eleanor St. John* has transferred from the Muni Railway Engineering office to the Bureau of Light Heat & Power . . . Best wishes for a happy retirement go to *Edith Allen* of the Cashier's Office on the Sixth Floor.

Your Railway's Part in Civilian Defense

By HARRY E. COOLEY

Assistant Superintendent of Transportation

(The Municipal Railway plays an important part in the program that is being prepared for Civilian Defense. Mr. Cooley, who is a director of the Railway's participation in the program, has written the following article explaining how our coaches will be used in the event of a disaster.)

In any major emergency that affects San Francisco you can readily see that your Railway will be called upon to extend itself in evacuation of the injured from the stricken areas to other areas where emergency first aid centers have been set up.

A great amount of preliminary work has been done in setting up a Plan of Procedure for the Railway with all of the supervisory force playing a part in same. The actual evacuation will fall upon the shoulders of the operators of our vehicles with the bulk being done by our motor coach operators.

We have, through the aid of the Utilities Engineering Department, developed an economical and practical way of quickly converting our motor coaches into ambulances to serve as an adjunct to Civil Defense relief work. Acting upon suggestions from Admiral A. G. Cook, Director, and Col. Fred M. Fogle, Transportation Officer of the San Francisco Disaster Council and Corp, Civil Engineer A. P. Malley did considerable experimenting and came up with a plan that could do the job quickly and economically.

Plyboard lengths with hand holds were provided. These fit on top of the tubing over the seat backs and can be quickly lashed down with short pieces of rope to the seat tubing so that any movement of the coach will not dislodge the stretcher board. In the event that no regulation stretchers are available, these plywood strips may be used in that capacity.

A disposable paper blanket was produced by Admiral Cook which seems to prove satisfactory for comfort and warmth. An average capacity load on these ambulance coaches would be eight stretcher cases, 18 ambulatory sitting cases and several standee cases.

PHOTOGRAPHS WANTED!

We are on the lookout for photographs that would be suitable for publication in Trolley Topics. The subject should have some connection with the Municipal Railway or with its employees or the families of employees.

If you have a clear snapshot that you would like to see reproduced in this magazine, please forward to the Editor at 1345 Turk Street. Do not send color pictures as we cannot use anything but black-and-white, preferably with a glossy finish.

Photographs must be received by the 10th of each month in order to qualify for publication in the following issue.

Noted City Planner Urges Clearance of Streets For Transit Vehicles to Solve Congestion Problem

(Harland Bartholomew, noted city planner, was one of the main speakers at a recent convention of the American Transit Association. His subject was "The Place of Public Transportation in our Changing Cities." Unfortunately it is impossible to reproduce his entire address here, but the following excerpts will give some indication of how important a place he feels mass transportation should have in future city planning.)

The effect of increased motor vehicle ownership and increased usage of the motor vehicle is reflected in greatly increased traffic flow on highways and particularly in and around our urban centers. Since the war, it is not uncommon to find increases as high as 100% or more on certain main thoroughfares in metropolitan areas. With few exceptions, the city street system is substantially the same as it was before the war, at which time traffic congestion was becoming acute *Barring another world war, or an economic depression, it is obvious that traffic conditions on our city streets will become progressively worse unless new ways and means are found to remedy the situation.*

In addition to a growing paralysis of traffic facing our cities, the problem of providing off-street terminals for the automobile has proven itself to be one of the greastest headaches facing public officials and business interests. Here again demand is increasing rapidly in our central business districts. far in excess of the increase of supply to meet this demand.

Our city streets were not designed to meet the traffic load we are now attempting to place upon them. There is mutual interference between private passenger automobiles, the motor truck and the public transit vehicle. In addition to the conflicts caused by the mixture of traffic of all kinds, *parking along the curbs is an added deterrent to free traffic flow.* With these conditions becoming constantly more difficult it is most appropriate to ask "What are we really going to do about it?" As matters now stand, many cities are hopefully attempting to adjust to all of these functions on the streets of their central business districts. The old adage of not being able to have one's cake and eat it too is most appropriate to this situation.

The suggestions which follow are the result of many years of close observation of street traffic congestion problems and urban development Cities, like any living organization, must grow and develop Growth brings change. Such change is not always beneficial, however, unless it is properly directed and controlled.*One of the greatest dangers confronting the American city is that of unwarranted shifts of population and of values,* which in turn may necessitate huge readjustments of various kinds *Such instability is wasteful and unwarranted.*

It would be foolhardy, for example, for a municipality deliberately to invite or encourage a shift in the location of its central business district. *This may happen, however, if excessive street congestion or abnormal imbalance of traffic flow is permitted. The greatest stabilizing factor in central business districts is mass transportation.* Without prejudice, it probably can be said that *instability is induced by truck traffic, excess automobile street parking, and choking of streets due to heavy vehicular movement.*

It should be evident to all who are genuinely interested in the present as well as the future welfare of our cities that *the streets of our central business districts should be cleared for expeditious mass transportation flow,* regardless of whose individual interests are involved or whose toes may be stepped upon. *This is a matter of paramount public interest*—a matter of dominant public necessity. Unless we can accept this as axiomatic—as a point of departure in dealing with traffic congestion problems, *it is apparent that our cities will experience growing instability, decentralization and abnormal economic losses,* far beyond what has been experienced in the past.

It is probably unnecessary to reiterate here all of the regulations and controls that should be undertaken Each city, of course, presents a special set of conditions that must be met according to the circumstances there found. Broadly speaking, however, these are some of the regulations and controls that should be adopted and enforced

1. Reroute mass transportation lines to eliminate unnecessary duplication
2. Arrange mass transportation lines in central business districts so as to avoid over-concentration and to permit opportunity for growth.
3. Eliminate excess turning movements.
4. Prohibit automobile parking, during morning and evening rush hours in the streets of the central business districts.
5. Prohibit automobile parking on all main traffic routes.
6. Provide ample curb loading zones.
7. Prohibit loading and unloading of commercial vehicles during rush hours in central business districts.
8. Installation of a carefully coordinated traffic signal system.
9. Continuous study of traffic flow to ascertain and eliminate unnecessary delays.
10. Adopt a system of staggered office hours.

If these and similar measures do not permit expeditious movement of mass transportation vehicles, it is recommended that all other vehicles be prohibited during rush hours from use of business district streets traversed by mass transit vehicles *Such drastic measures are warranted in the public interest and exemplify the type of new measures which must be taken.* This is not discrimination It is merely meeting public need by direct action where compromise or palliative measures prove ineffectual.

Above is a view of the speaker's table at the retirement party for A. O. Olson. At the right, Mr. Olson is being decorated with the Order of Vasa by Swedish Consul General Manne Lindholm. Mrs. Olson is in the foreground.

UTAH DIVISION

Many thanks to the Railway Management for the new "face-lifting" job recently completed on the Division. New paint and all the trimmings, which was just in time for Christmas . . . Also many thanks to the various Operators who donated toward the Division Christmas tree. Under the supervision of Dispatcher *George Taylor,* the decorations were in harmony with the front of the building where Christmas in all its elegance was displayed by the Utah mechanics . . . We were all happy to see Collector *Joe Sunseri* on his feet again after meeting with a very unfortunate occurrence while on his way to work one wet morning . . . In a moment of weakness, Operator *Sam French* gave us the first look at his beloved's Christmas gift. Sure was beautiful, Sam . . . Congratulations are in order to Operator *Bill Dimmitt* and *Russell Morales,* who became the proud fathers of baby sons quite recently . . . Operator *Henry Ertman* went to the Bear Lake region in quest of a Christmas tree but returned home with complications from poison oak and no Christmas tree . . . We were all sorry to see our old friend, Operator *Bill (Moe) Wolters,* retire from active service after serving 26 years with the Railway. Here's hoping, Moe, that your retirement period will bring you many years of happiness . . . That swanky new Lincoln Sedan belongs to none other than Operator *Val Calvert.* Santa Claus is sure good to some people . . . Now that we have Operator *George Martinsen* back on the Third Street Owl runs, those pesty little passenger complaints about no connections have diminished. Thanks, George for a nice job . . . Our deepest sympathy is extended to Operator *Lawrence Stewart* on the loss of his dear father, who passed away recently.

A. O. Olson Retires After 25 Years' Service; Receives Many Tributes At Farewell Dinner

A. O. Olson, Manager and Chief Engineer of the Hetch Hetchy Water Supply, Power and Utilities Engineering Bureau, retired on December 1st after 25 years in City service.

As Chief Engineer for the Public Utilities Commission, Mr. Olson has had an important part in the development of the Municipal Railway. He supervised the planning and construction of the $20,000,000 rehabilitation program which is now nearing completion.

Mr. Olson has also been instrumental in the development of San Francisco's street lighting system and of the San Francisco International Airport. In addition, he supervised the planning and construction of San Joaquin Pipe Line No. 2 and the planning and initial construction of the Cherry River Project.

While Mr. Olson is retiring from City service, he is not retiring from his engineering career. He has accepted the position of West Coast representative for DeLeuw Cather & Company, the well-known Chicago engineering firm.

In his honor, a beautifully appointed banquet was held at the Sir Francis Drake Hotel. Harry E. Lloyd, Mr. Olson's successor, was chairman of the affair, and A. Dal Thomson, Public Utilities Counsel, served as toastmaster. One of the highest honors bestowed by the King of Sweden, the Order of Vasa, was presented to Mr. Olson by Manne Lindholm, Swedish Consul General. Other speakers were Philip F. Landis, President of the Public Utilities Commission; James H. Turner, Manager of Utilities; and Eugene J. Corbett, Foreman of the Grand Jury.

Others at the speakers' table, in addition to those mentioned above, were Mrs. Olson, Mrs. Lloyd, Mrs. Lindholm, Mrs. Thomson, Mr. and Mrs. B. A. Devine, Donald A. Cameron, Mr. and Mrs. Sherman P. Duckel, Wren Middlebrook, Charles D. Miller, George W. Pracy, E. J. Riordan, Ralph Wadsworth and Francis P. Walsh.

The committee who planned the delightful affair included: Julian L. Bardoff, F. Donald Brayton, George D. Burr, Will B. Bushnell, Ethel C. Cullen, Maurice L. Dickinson, George W. Dolen, Ardean C. Dumbrell, Wesley F. Getts, Bernhard W. Grethel, Reinhold B. Hansen, Elma P. Heitmann, Willian W. Helbush, Courtney Hunt, Harry E. Lloyd, Robert J. MacDonald, Charles F. Maury, William T. McGovern, James C. Mohns, Julia O'Brien, James E. Parks, John C. Painter, Vic Peterson, Charles L. Reed, Fred L. ReQua, Wilfred A. Robison, Virginia Tobias, John M. Woods and Elven Whelpley.

A BRIEF HISTORY OF SAN FRANCISCO TRANSIT
Part II. The Cable Car

The idea that a traveling wire rope would be able to pull passenger cars up San Francisco's steep hillsides was developed by Andrew S. Hallidie, and on August 1, 1873, the first cable car in the world pulled up the Clay Street hill.

The Clay Street line was immediately profitable, and many of the horse car lines were converted to the newer and faster type of motive power. The Sutter Street road was the first of the older companies to make the change, placing cables on the Sutter Street hill between Sansome and Larkin Streets in 1876. The cable line was sandwiched between horse car lines at either end although it was not necessary to switch cars at Larkin Street as the horses were merely hitched onto the cable cars for the rest of the journey.

In 1878 the California Street Cable Railroad Company started operating with a line on California Street from Kearny to Fillmore. The following year the line was extended to Presidio, and in 1891 the downtown section was completed to the present terminal at Market Street.

Cable lines were constructed on Union Street and on Geary Street in 1880. The formation of the well-financed Market Street Cable Railway Company in 1883 resulted in excellent new cable lines on Valencia, Haight, McAllister, Hayes and Castro Streets. In 1885 the Powell Street Railroad system was built with two lines along the present routes of the Powell-Mason and the Washington-Jackson line. Some of the original cars used by the Powell Street company (see cover photo) are still in operation.

The success of the Market Street system forced its principal competitor, the Omnibus Railroad, to also dispense with its horse cars and to extend its service, floating a $2,000,000 bond issue to finance the expansion. Its far-flung system provided excellent service. The cable cars were the most expensive built up to that time, costing $1,900 apiece. Bitter competitive warfare was waged between the major transit systems, with both extending their lines rapidly despite numerous attempts to stop construction by armed force. The furious struggle finally ended in consolidation.

Franchises were granted right and left, and by 1890 the city was covered with a network of lines. The population of 298,997 was served by ten cable car companies, operating 600 cars upon 55 miles of double track, and employing 1500 men. In addition, there were still some 25 miles of horse car lines as well as two steam lines on either side of the Park which carried passengers to the Beach.

Like the horse car, the cable car played a vital part in the city's growth. Prior to the introduction of the cable car, the population trend had been toward the south of Market Street. The coming of the cable car, however, changed this trend and not only led to the populating of the hills but led the way into the valleys beyond.

(Next month: The Electric Car)

(Below) The Clay Street Hill Railroad Company was the first cable company in the world, starting operations in 1873. This picture was taken at Clay and Van Ness in 1878. Another picture of the Clay Street line appears on the lower part of our cover and shows the inventor, Andrew Hallidie, seated in the front center of the car.

(Above) The Geary Street cable line was constructed in 1880 running from Geary to Presidio Avenue, from which junction point Golden Gate Park could be reached by a steam dummy line. This picture was taken in 1905 opposite Union Square. Note the right-hand drive of the handsome Franklin automobile in the right foreground.

The Market Street Cable Railway was the first to introduce the "composite" car, combining both trailer and dummy in one unit. The cars on each of the five lines were distinguished by their color, and the Castro Street cars were painted an ivory shade. This picture was taken at the corner of 26th and Castro in the 1890's.

The Ferry Building was a busy place in 1885 with wagons, horse cars and cable cars all adding to the confusion. One of the Market Street Cable Railway Company's Valencia Street cars is being rotated on the turntable at the right.

Cable cars were used for other purposes than transporting passengers in the days before the automobile came into use, as indicated by this Mail Car at Hayes and Stanyan in 1891.

The Telegraph Hill Railroad commenced operation in 1884 on the steepest roadway in the world, the Greenwich Street hill. It was abandoned after two years of unsuccessful operation.

Henry L. Cologne Wins November "Muni Man" Award

PASSENGERS ON "OWL" RUN APPRECIATE OPERATOR'S COURTESY & GOOD HUMOR

Henry L. Cologne, operator of an owl run on the No. 25 line, was the winner of the November "Muni Man of the Month" contest. Here he receives his $50 check from Harrison Davis of Fielder Sorensen & Davis. Richard T. Stephens, Special Representative of the Pacific Gas & Electric Company and a director of the National Safety Council, was also on hand to witness the presentation.

Henry L. Cologne has been selected as "Muni Man of the Month" for November. The cheerful Ocean Division Operator has been a runner-up in several previous contests, and had quipped that he was "always a bridesmaid — never a bride." However, he finally won top honors and received the $50 prize at a City Hall ceremony last month.

Those present for the occasion were: Richard T. Stephens, Special Representative of the Pacific Gas & Electric Company, who is also a director of the National Safety Council; Iver C. Larson, local manager of the Safety Council; Harrison Davis of Fielder Sorensen & Davis, the transit advertising firm which is donating the monthly prizes; Mrs. Grace Shuman of the Red Cross Blood Procurement Committee; J. H. Turner, Manager of Utilities, and Ralph Strawn, Ocean Division Superintendent.

Mrs. Shuman was present to congratulate Mr. Cologne not only for his achievement in winning the courtesy award but also for the public spirit he has displayed in donating blood. He has made his 10th donation and intends to continue as long as blood is needed.

Mr Cologne, who has an "owl" run on the No. 25 line, works between 1 14 a.m. and 9 33 a.m. Passengers are particularly appreciative of his efforts to brighten those gloomy hours just before dawn, and many of them have written in to tell how their spirits have been lifted by a cheerful greeting and some jovial remark. Several have noted Mr. Cologne's concern for his "regulars" if they are not at the usual stop, and other passengers have called attention to his dependability and the smooth operation of his vehicle.

Mr. Cologne is 41 years old, married and the father of two boys, aged 12 and 7. He has been with the Railway for nine years.

A total of 616 commendations were received during November. Previous winners include: Francis F. McManus, Potrero; George Glassford, Kirkland; Delg P. Tufo, Utah; L. B. Delaney, Presidio; Walter E. Stone, Ocean; Joseph P. Sullivan, Geary; Edgar Newlon, Ocean; Ethel Rutland, Geneva; Eugene McIsaacs, Utah; Reginald H. Simpkins, Ocean; Samuel A. Draper, Potrero; Lawrence J. Kosar, Presidio; Frank A. Offen, Geneva, and Frank A. Barone, Kirkland.

The list of those commended during the month of November follows:

Geary

Louis Bacigalupi, George S. Bunner, Jules F. Cornac, Clyde Finch, Perry C. Fisher, John H. Fitzgerald, Theodore Hanges, Hoy Henderson, Nathan Q. Jones, Patrick McCarthy, Virgil S. Packard, Cyrus C. Palmer, Thomas Smyth, Henry A. Tilton, George J. Wuttke and T. A. Young.

Geneva

Ashby Anderson, Nelson L. Brown, Michael J. Casey, Kenneth R. Creed, Jeremiah Dinneen, John J. Domas, G. N. Ferderer, Louise E. Hanes, William J. Holzmuller, Joseph L. Morris.

William J. Naughton, Edward J. O'Connor, Peter Piscitelli, W. W. Reinhardt, Alexander Stephen, Cornelius Whelton, Jacob J. Widmar, Charles W. Woodfield and Cosmos P. Zizak.

Kirkland

William Charles Abbott, Jesse B. Abner, Glenn E. Adams, Frank R. Agullard, T. A. Arditi, Frank Aschbauer, Robert H. Barr, Thomas J. Barton, Emilo D. Boschetti, Louis A. Brand, Booker T. Brooks, Tammany Brooks, Andrew Lee Brown, B. S. Browne, Robert S. Bruce.

Ernest A. Buckner, John W. Castro, Donald E. Chapman, Horace W. Cook, William J. Fay, Daniel N. Flecher, Robert H. French, Si J. Gallegos, Oliver L. Gildea, Vincent Groves, C. G. Hageman, Leroy Hancock.

Arthur D. Harris, William C. Henry, William G. Hines, A. B. Howard, Purnell E. Jacobs, Merle M. King, Hyman Klezmer, Henry W. Kroencke, Charles Lassiter, Warren B. Lee, William Lowe, James E. Manion, McCoy Maybon, Warler J. Mayfield.

John J. McDonagh, Hugh McFadden, Joseph Melovich Jr., Elmer Merrill, William T. Millar, Joseph Millnamow, Paul H Nathan, Julius P. Paslin, Roy M. Plummer, Eddie R. Ravare, Fred T. Riegert, Welthy Ruffin.

Elmer Stephenson, Hosa Stubblefield Jr., Henry G. Sum, Elmer Taylor, Martin N. Tom, Billy A. White,

Emmett Whittle, Louis A. Wilbrand and George Yick Wong.

Ocean

Daniel J. Barrett, Frank E. Bauer, Edith T. Blue, O. Borden, Jerry Brown, Robert R. Buttle, W. H. Campbell, Eugene J. Carli, Harry B. Carr, Earl Castillo, John R. D. Cheek, Henry L. Cologne, Dorothy Davis, George L. Ford.

Harry Garabedian, Richard Gitchell, Raymond C. Gnecco, Lyle V. Godfrey, Thomas Gowanlock, Ernest C. Graves, Cary T. Hamberry, Clyde E. Hardin, Luther B. Harris, Frank Jackson, Orrin C. Johnson.

Harvey Grey Kane, H. Kannengieser, Lewis B. Keylon, William E. King, F. F. Klein, Ruth E. Kohlweck, Michael Kulis, Frank J. Latrouel, Salvatore J. Lucia, Leo J. Mahoney, William P. Malone, Roy D. Mason, James J. McCarthy, Victor C. McCauley, George D. McGuirk.

Jualdion Monteiro, Edmond G. Moren, Edgar Newlon, Morris M. Newman, Oscar D. Norman, H. C. Pappas, Philip E. Pate, Peter Reilly, Eugene E. Rushing, Allen Satterfield, Manuel T. Saunders.

Frank Silveria, Reginald Simpkins, John Slaga, Clarence William Smith, Clarence J. Sweet, Armand St. Jean, Hilliard C. Terry, Louise M. Terry, Ashford Todhunter, Delg Paul Tufo, Dorothy M. Turpin, James Verducci, Marvin L. Wheeler, Bernard Yonkosky, Paul L. Young and Lewis W. Zimmerman.

Potrero

James C. Albee, Fordyce Anderson, James R. Anderson, Luree A. Baker, Alfred E. Barth Jr., James Brown, Nichold J. Elson, Lee S. Falls, John W. Fields, Ronald A. Greene, Joseph R. Hann, Clyde Hardin, Martin P. Horan, Clay O. Howell.

George D. Jacobs, Elwood E. Jones, Arthur W. Kenney, Brady Keys, Emmet F. Lavin, Carl Verner Long, Charles L. Lowrey, Herman Martinez, Charles M. Medaris, John J. McCready, John McGovern, Louis Miloslavich, Laverne C. Mogensen, William C. Mosena.

Marvin R. Nadler, W. J. Ockenfels, Robert W. Pomeroy, Arron C. Scott, Miles S. Smith, Moses M. Thomas, Marvin Trimmer, Ernest J. Winter, Walter Wolfenden, Julius F. Young and Walter Young Jr.

Presidio

M. E. Baker, Samuel Barone, W. J. Butler, Mike Carpine, Glen E. Collins, Frank Deggs, Lilburn Delaney, Herman Dubuque, R. L. DuFresne, Gordon H. Fendel, Samuel Gordon, L. Gravenburg.

James Hamilton, Elmer Harrison, Harry W. Hartig Jr., Emmitt Hozay, Edwin Jostmeyer, Charles S. Justus, Norbert I. Kehoe, Reginald D. Keith, Darrell C. Kenny, John F. Keough.

Angelo P. Lunardi, Joseh McCowan, Gerald P. McGowan, John McGuire, J. A. Meneese Jr., Lloyd Nybye, Allen Schmidling, William Sutton, A. Taylor, J. W. Thompson, Arthur Vittori, Paul R. Willbanks, Robert Wise Jr., and Dennis E. Young.

Utah

Robert L. Dockery, Earl L. Ellingson, Noble E. Frazier, William C. Gaines, Peyton G. Newlon, John Edwin Peche, C. Sandoval, Ernest Schennek and Alfred W. Seltzer.

Washington-Mason

Frank W. Hughson, John R. Hurst, Yuen Hing Lum, James Medaxian, William Monroe, Raymond W. Olson and George E. Redus.

Guests at the latest "Muni Man" award ceremony included (left to right) Utilities Manager J. H. Turner, Division Superintendent Ralph Strawn, Mr. Davis, Mr. Cologne, Mrs. Grace Shuman and Mr. Stephens. Mrs. Shuman was present on behalf of the Red Cross Blood Bank, to which Mr. Cologne has been a frequent donor.

T. A. Arditi, Kirkland Division,
No. 19 line, employed May 16, 1949

Vincent Groves, Kirkland Division,
No. 55 line, employed August 9, 1942

Edwin Jostmeyer, Presidio Division,
No. 30 line, employed October 7, 1944

John Keough, Presidio Division,
No. 1 line, employed May 7, 1947

Charles M. Medaris, Potrero Division,
No. 41 line, employed April 16, 1951

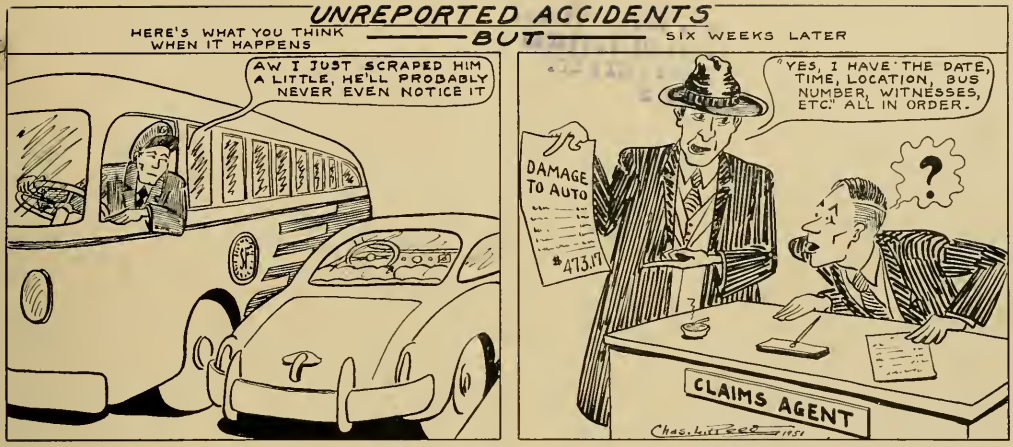
James Medaxian, Washington-Mason,
No. 59 line, employed July 23, 1947

Miles S. Smith, Potrero Division,
No. 33 line, employed January 15, 1934

Louise M. Terry, Ocean Division,
Extra List, employed July 16, 1951

Charles W. Woodfield, Geneva Division,
"L" line, employed October 19, 1925

Pictured above are nine of the runners-up in the November "Muni Man of the Month" contest. Two others who did not appear for their photographs were Earl L. Ellingson of Utah Division and T. A. Young of Geary Division.



"Blind" Accidents Cause Headaches for Our Investigators; May Lead to Unwarranted Claims

We had 1303 unreported accidents during the first 10 months of the past year. That's over four accidents each day which, for some reason or other, were not reported by the operator involved.

For the most part these accidents are trivial — a little paint scraped from the side of an automobile — or a slight bruise which the passenger shrugs off as "nothing at all." It is quite possible that in some cases the operator was completely unaware that any accident had taken place. In other cases he may have decided that it was too slight to be of any consequence. And there are times when it is obvious that the operator was deliberately trying to avoid reporting the accident.

These "blind" accidents give our Claims Department trouble out of all proportion to their actual seriousness. As long as our investigators have the operator's story of what happened, they have at least a sporting chance of defending the Railway against liability. When they have only the claimant's version, they are left completely defenseless.

It is obviously of the utmost importance that a report be made of any accident in which a Railway vehicle is involved. It is also important to report accidents that occur *anywhere in the vicinity* of a Railway vehicle. Here's a typical case that happened recently. A lady had left the street car and was several feet away from the car when she stumbled and fell. In this particular case, the alert conductor *did* get the lady's name and made out an accident report. Two days later a claims investigator interviewed this lady, and she signed a statement to the effect that the Railway was in no way to blame.

This should have been the end of the incident — but here's the catch! In spite of the fact that the woman had given a signed statement absolving the Railway of liability, she later turned around and had her attorney present a claim for injuries received.

Naturally the Claims Department was in an excellent position to refute the claim, which they did very handily.

BUT — think what their position would have been if the conductor *had not reported the accident*. Who could say whether the woman had tripped due to the Railway's negligence or not. A jury might well have awarded a verdict of several thousand dollars in a case where no real liability existed.

Remember — whenever there is an accident of any kind within the vicinity of a Railway vehicle — make out a report — and get witnesses. A passenger who trips over his own feet may say, "It's all my fault — forget about it." But he may change his mind when he gets home. He may even be tempted to "fake" a few additional injuries.

People are becoming increasingly "claims conscious." Protect yourself and protect your railway by REPORTING EVERY ACCIDENT and GETTING SUFFICIENT WITNESSES.

Charlie Reed's cartoon illustrates what can happen when an accident is not reported (see story at left). Accidents which are very minor in nature may be exaggerated out of all proportion by the claimant—especially if there is no report which might dispute his story.

OFFICE CHITCHAT

Among the lucky door prize winners at the Civil Service Association's Annual Christmas party were *Margaret Curtin, Eleanor Kenny, Julia O'Brien, Bert Clarke* and *Horace Hopkins* . . . *Eleanor Constant* has accepted a General Clerk's call in Trip Sheet Audit . . . *Harvey G. Rehn* has joined the ranks of the Traffic Checkers . . . *Marty Varella* resigned to accept a position as Toll Collector on the Bay Bridge . . . *Katherine Small* and *Alfred Betz* have returned from the sick list, and *Alvina Gianeschi* is progressing splendidly . . . *Dave Curtin* was bitten by a black widow spider and has been under the weather as a result . . . *Earl Ryan* and *Pauline Schmautz* have been ill . . . *Pete Beasley* enjoyed a trip to Mexico . . . *Adele Davidson* is wintering in Palm Springs. Despite the time of year, more than a dozen others have been on vacation: *Marie Erlwin, Lida Smith, Alice Scarry, Isabelle Doherty, Theresa Anthenian, Bernice Joff, Olga Brasesco, Edna Desmet, Harold Lee, John Mullen, George Watson, Roy Jackson, George Evington* and *Tommy Miller* . . . *Amy Spencer*, formerly of Claims, has a darling baby girl, Susan Yvonne . . . The Accounting Bowling Team is still high in the first division of the Municipal League.

POSTMASTERS:
Forwarding or return postage, or notification (with key) or form 3547 guaranteed
TROLLEY TOPICS
901 Presidio Avenue
San Francisco 15

MR. PAUL OPPERMAN
DIR. OF PLANNING
100 LARKIN ST.
CITY 2

Sec. 34.66 P. L. & R
U. S. POSTAGE
PAID
Permit No. 4632
San Francisco, Calif.

One-Way Street Plan Effective January 13th

Six more streets will be added to San Francisco's one-way traffic pattern on January 13th.

At the same time Eddy Street will be changed to a two-way street, and motor coaches on the No. 31 and 34 lines will operate both inbound and outbound on Eddy as far as Divisadero Street.

The only other route that will be affected by the changes is the No. 16 Sunset Express, which will go outbound on Turk, as Golden Gate Avenue has been made one-way eastbound from Divisadero to Market.

Motormen and Operators are warned to be alert for the traffic on the new one-way streets. Aside from Golden Gate they are: Gough southbound from California to Market; Franklin northbound, Market to California; Taylor northbound, Market to Pine; Mason southbound, Pine to Market; and Haight westbound, Market to Laguna.

Cash Rewards Received for Returning Lost Articles

The following men received cash rewards during November, according to the report of the Lost and Found Department:

John T. Barca, Geneva.
F. McMahon, Geary.
Wilfred Lopez, Potrero.
Nathan Jones, Geary.
Carl C. Barton, Geary.
Joseph Melovich, Kirkland.
Miguel B. Erana, Kirkland.
L. A. Williams, Geary.
John E. Tomola, Geneva.
J. J. O'Brien, Geneva.
Dewey Novak, Geary.

The men at Washington-Mason had a lot of fun watching the decorating of the "Santa Cable" last month. Below left are Charley Lowden, W. T. Seals, James Canaway, Frank Hughson, T. P. Li, Kenneth Scott and Donald Craig. In the small pictures we have (upper right) Conductor Alfred H. Kohl and Gripman Jesse J. Blair and (lower right) Shopmen James McGarvey, Chris McCarthy and Foreman Johnny Nolan being greeted by Santa's charming little helper.

TROLLEY TOPICS

Volume 7 JANUARY 1952 No. 1

CITY & COUNTY OF SAN FRANCISCO
Elmer E. Robinson, Mayor

Published under direction of the
PUBLIC UTILITIES COMMISSION

Philip F. Landis, President
Sam McKee Victor S. Swanson
Edward B. Baron Donald A. Cameron

Adeline Svendsen, Editor
Charles L. Reed, Artist
Marshall Moxom, Photographer

REPORTERS

Jim Lewis John Whitney
John Hurst Ken Howard
Jim Bittles Marie Jackleich
Emery Dutcher Bud Soward
Joe Kennealy Dolores Shea
Jim Leslie Skip Sawyer
Dick Griffin Elven Whelpley
Harry Franklin Bob Williams

Address communications to 1345 Turk St.
San Francisco 15, Attention Editor

TROLLEY TOPICS
MUNICIPAL S.F. RAILWAY
CHAS. L. REED

lume 7 FEBRUARY 1952 No. 2

CALIFORNIA CABLE JOINS MUNI SYSTEM

Consolidation of Public Transit Under City Ownership Completed By Acquisition of Historic Lines

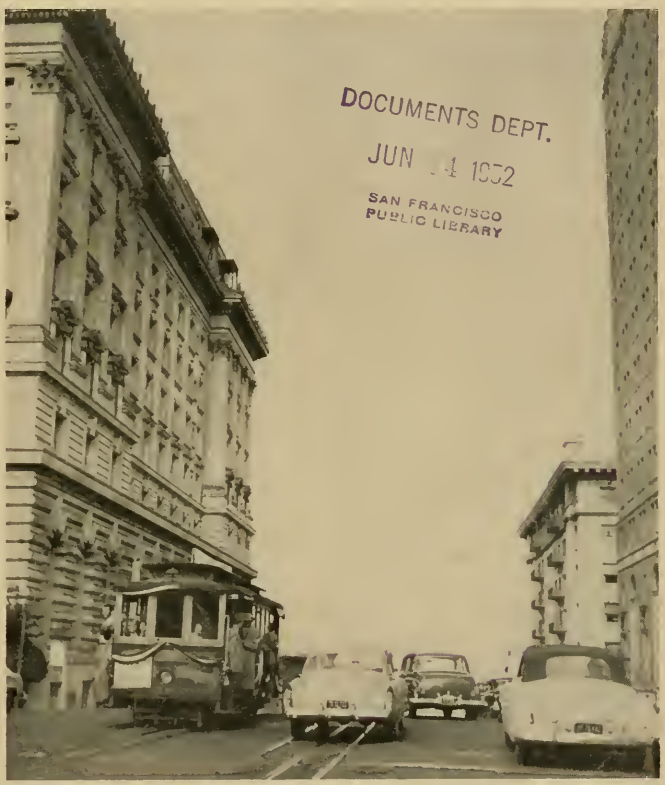
Operation of the three lines of the California Street Cable Railway Company as part of the Municipal Railway system commenced on January 13th. With this acquistion, all public transit facilities in San Francisco became consolidated under municipal ownership.

It was expected that some troubles might develop with the long unused cables, and the predictions were promptly fulfilled. A broken cable strand stopped all service on the Hyde-O'Farrell and the Jones Street shuttle lines 64 minutes after they were put in operation.

The 3000 foot strand of cable broke loose and wrapped itself around the rest of the cable like a corkscrew. To repair it, the cable had to be run through the engine room, where workmen stripped the shredded strands foot by foot. Motor coaches provided substitute service during the cable breakdown.

Other troubles with the cables had developed earlier when a strand broke on the outer section of the California Street line. This did not disrupt the service, however, as a truck was used to push the cars from the cross-over just west of Hyde back onto the inbound cable.

Resumption of service on the historic cable lines marked the end of a five and a half month period of inactivity. On August 1, 1951 the private company ceased operation due to financial difficulties. The service on the outer portion of the California Street line had been abandoned some time previously because the company did not have funds to replace the worn-out cable. Service on the other lines had been erratic because of mechanical troubles.


DOCUMENTS DEPT.
JUN 4 1952
SAN FRANCISCO
PUBLIC LIBRARY

The little red and gold cars of the California Street Cable system are running again—now under municipal ownership. In the picture above, the car has just surmounted the steep grade on California between Powell and Mason. Cars will carry passengers only as far as Hyde Street until the cable beyond Hyde is replaced.

The condition of the lines was not improved by the long disuse, although considerable work has been done since the Railway took possession of the properties. Dependability of service cannot be assured until the new cables which have been ordered for the cable lines are delivered.

Three of the four cables used by the California Street Company must be replaced. These include the cable on the northern part of the Hyde line, which caused the opening day trouble, and both the inner and outer sections of the California Street line. Meanwhile the Railway's Powell-Mason line is also due for replacement.

Although the California Street company has been plagued with many problems during the past few years, it has had a long and successful existence.

(Continued on Page 2)

It was one of the first cable railways in San Francisco, starting operations in 1878. Built by Leland Stanford and associates, the construction was first-class in every respect. The line on California Street extended from Kearny to Fillmore and employed 25 16-passenger cars and 25 18-passenger dummies.

The new company provided excellent service and was very successful financially. In 1879 the line was extended to Presidio Avenue, and in 1891 the inner portion of the line was completed to Market Street. The Hyde-Jones-O'Farrell line was built in 1890, employing the double-end "California type" cars, which became a model for both cable and electric cars for many years following.

The California Street Railway was one of the first cable lines in San Francisco, starting operations in 1878. This dummy and trailer was photographed in 1882.

KIRKLAND DIVISION

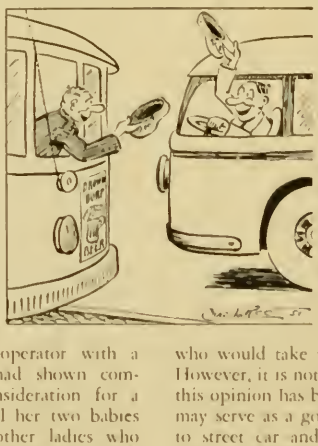
The General Sign-Up is over, and there are new faces around Kirkland. We hope all operators who transferred to Kirkland will be happy with their new runs, and we also wish the operators who left the best of luck in their new divisions. . . . *Charles Williams'* wife presented him with a new baby as did the wife of *John DeCampos*. Congratulations! . . . Operator *M. M. King's* daughter got married in December, and we wish her lots of happiness. . . . *Al Logasa* took his vacation early and has gone to New York with his wife; we are all waiting anxiously to hear him report on the "Big City." . . . Dispatcher *Charlie Lassiter* is temporarily assigned to Geary Division and Dispatcher *Elmer Maples* is taking his place at Kirkland. Elmer, it is only a matter of time until you will enjoy getting up at the crack of dawn! . . . *Jimmy Neubert*, with the help of *Vida Peoro*, worked hard decorating the tree and making our Gilley Room real festive for Christmas. Did you make a New Year's resolution, Jimmy? We notice the Division is really spic and span lately. Keep up the good work! . . . *Harriett Oland's* husband is back in the states, and as usual when he is here, she is walking on air and getting lost trying to find the docks where the ship is berthed. . . . The "Muni 5" entered the City Recreation Tournament, Class C-11, composed of seven teams. So let's all go out and see the boys play. The next two games are on January 30th and February 6th, 8:30 p.m., Roosevelt Gym, Arguello and Geary Boulevard.

Remember, let's keep the accident rate down in 1952.

THIS LADY PASSENGER SAYS BUS OPERATORS ARE TEN TIMES AS COURTEOUS AS STREET CAR MEN

Are bus operators more courteous than street car men?

The question was raised by a recent letter from a woman who says she "finds courtesy 10 to 1" on the buses as compared with the street cars.



The letter was addressed to the "Muni Man of the Month" contest, and the primary subject was an operator on the No. 26 bus line who had won high regard for his helpfulness to handicapped passengers. The letter continued by comparing this bus operator with a motorman who had shown complete lack of consideration for a young mother and her two babies as well as two other ladies who wished to catch his car. The incident occurred on a chilly evening at the intersection of a bus line and the street car line. The women had alighted from the bus and were attempting to reach the car. The bus driver even blew his horn to catch the motorman's attention, but he started on regardless. The motorman watched them all running but paid no attention," says the writer.

"Such a contrast!" she concludes. "I've ridden both car and bus so many times being a native San Franciscan, and it's my opinion you find courtesy 10 to 1 when you ride the bus. I like the street cars better in a good number of ways, but as I've said, I seem to find more courtesy with the bus men."

This is only one woman's opinion, of course, and doubtless there are many riders who would take the opposite view. However, it is not the first time that this opinion has been voiced, and it may serve as a good reminder both to street car and coach men that they are constantly being weighed in the public eye.

Maybe some of the old-timers on the platform should do a double-check on their performance of duties. It would be too bad if the street cars should suffer in popularity simply because of the attitude of some of their crews.

January Changes Affect 12 Railway Lines: New Trolley Coaches, Cable Lines, 1-Way Streets Introduced During Past Month

The Municipal Railway started off the New Year with a number of innovations in service affecting 12 different lines. Following are the January changes:

January 6th

On January 6th the new No. 14 Mission trolley coach line was put in operation, supplemented by Limited Stop and Express service by motor coach. A peak hour Limited Stop service was also introduced on the No. 5 McAllister line in addition to the regular local service by trolley coach. Adjustments were also made on the "B" Geary, No. 33 Ashbury and 41 Union-Howard lines to provide better spacing of trips.

January 13th

The California Street Cable lines went back into service at 7:00 a.m. on January 13th. (See story on Page 1.)

Also on January 13th, the first phase of the January one-way street program went into effect, with Franklin limited to northbound traffic from Market to California, Gough limited to southbound traffic from California to Market, and Haight limited to westbound traffic from Market to Laguna. None of these changes affected Municipal Railway routes with the exception of the turnback loop on Gough between Hayes and McAllister, which has been discontinued.

January 20th

On January 20th, three more streets were added to the one-way traffic plan: Golden Gate limited to eastbound traffic from Divisadero to Market, Taylor limited to northbound traffic from Market to Pine, and Mason limited to southbound traffic from Pine to Market. At the same time, Eddy Street reverted to two-way traffic.

These changes affected the outbound routes of three Municipal Railway lines:

The No. 31 and 34 lines, which formerly ran outbound on Turk and will now run both inbound and outbound on Eddy, and the No. 16, which will run outbound on Turk instead of Golden Gate.

Following are the revised routings:

No. 31 (Balboa): From Turk and Mason via Turk, Jones, Eddy and Divisadero to Turk and thence via the regular route.

No. 34 (Eddy): From Turk and Mason via Turk, Jones, Eddy, Scott and Turk to terminal at Divisadero Street.

No. 16 (Noriega-Sunset Express): From Turk and Mason via Turk and Arguello Boulevard to Fulton and thence via the regular route.

SYMPATHY

(We are sorry to report the death of the following fellow employee. Sincere condolences go to the family.)

Leo P. Dahl, Dispatcher at Washington-Mason, died December 4, 1951. He had been ill for several years although he had been able to work most of the time. He started as a Conductor with the Market Street Railway in 1918 and was promoted to Night Clerk in 1923. For the past 14 years he had been a Dispatcher.

Safe Driver Awards Won By 680 Railway Employees

There were 680 motormen and bus operators who qualified as winners of the National Safety Council Safe Driver Awards. Of this number, 293 will be getting their two-year pins for having completed a second year without a chargeable accident. The other 387 will receive one-year awards.

The total of winners was unusually high, surpassing even last year's exceptional record of 568 drivers. The excellent record set by these men is reflected in the Railway's accident figures as a whole. Last year a special citation was received from the American Transit Association for the greatest improvement in passenger and traffic safety of any transit company serving populations of 600,000 and over.

Further information and the list of award winners will be published in the next issue of TROLLEY TOPICS.

Daly City's Mayor Paul Green was on hand for the trial run of the new No. 14 Mission trolley coach line. He is shown at right shaking hands with Utilities Manager J. H. Turner. Others who went along on the trip are shown below. Left to right they are: Elmer Armstrong, Clarence Lahey, Gordon Jensen, Fred Cook, Tom Irwin, Bress Corley, C .D. Miller, Mr. Turner, M. D. Mills, Mayor Green, Vic Peterson, Harry Cooley, Vernon Anderson, Harry Lloyd, Herb Wilson, Al Kritscher and W. R. Mason.

LIST OF LINES AND DIVISIONS, EFFECTIVE JANUARY 13, 1952

GEARY (street cars):
- B Geary (Night coach Kirkland)
- C Geary-2nd Avenue (No night service)
- N Judah (Night coach Ocean)

GENEVA (street cars):
- J Church (Night coach Ocean)
- K Ingleside (Night coach Ocean)
- L Taraval (Night coach Ocean)
- M Ocean View (Night coach Ocean)

WASHINGTON-MASON (cable):
- 59 Powell
- 60 Jackson

CALIFORNIA (cable):
- 61 California
- 62 Hyde-O'Farrell
- 63 Jones Shuttle

PRESIDIO (trolley coaches):
- 1 California
- 3 Jackson
- 4 Sutter
- 5 McAllister
- 21 Hayes
- 30 Stockton

POTRERO (trolley coaches):
- 6 Masonic
- 7 Haight
- 8 Castro
- 9 Richland
- 14 Mission
- 22 Fillmore
- 33 Ashbury
- 41 Union-Howard
- 47 Potrero

KIRKLAND (gas coaches):
- 2 Clement
- 5 McAllister (supplementing trolley coaches)
- 19 Polk
- 31 Balboa
- 32 Embarcadero
- 34 Eddy
- 39 Coit
- 42 Evans
- 44 Sansome
- 45 Van Ness
- 55 Sacramento
- 75 Legion of Honor (Sat., Sun., holidays only)
- B Geary (night)

UTAH (gas coaches):
- 15 Third
- 35 Eureka
- 53 Southern Heights

OCEAN (gas coaches):
- 10 Monterey
- 11 Hoffman
- 14 Mission (supplementing trolley coaches)
- 16 Noriega
- 17 Park-Merced
- 18 Sloat
- 23 Crescent
- 24 Divisadero
- 25 Bryant
- 26 Daly City
- 27 Noe
- 28 Alemany
- 29 Wilde-Candlestick Cove
- 36 Miraloma
- 37 Corbett
- 40 Depot-2nd Market
- 43 Roosevelt
- 48 Ingleside-Taraval (K&L night)
- 50 Geneva
- 51 Silver
- 52 Excelsior
- 56 Cemeteries
- 66 Masonic-Quintara-30th
- 71 Haight-Noriega
- 72 Haight-Sunset
- 73 Lincoln Way
- 76 Broadmoor
- 77 Industrial
- 81 Bacon-Fitzgerald
- N Judah (night)
- J Church (night)
- M Ocean View (night)

Philip F. Landis

Oliver Rousseau

PHILIP LANDIS RETIRES AS COMMISSION PRESIDENT

Philip F. Landis has retired as President of the Public Utilities Commission. Succeeding him on the five-man board is Oliver Rousseau, prominent San Francisco building contractor and former member of the City Planning Commission.

Mr. Landis earned the respect and admiration of all the utilities' personnel during his four years of service. He gave a considerable part of his time to Railway matters, and was out "on the street" early in the morning and late at night. He also made several trips at his own expense to study other transit systems and secure ideas for improving San Francisco's service. Last year he was chosen by City Hall newspaper reporters as the city's outstanding government official.

Mr. Rousseau is president of the Associated Home Builders in this area and is also a director of their national organization. His company has built hundreds of homes and many hotels and buildings in San Francisco, just recently he has completed building a hundred veterans' homes in Davis and is now starting another tract in Hayward.

Victor S. Swanson was re-appointed to serve another four years as Commissioner. Other members of the Commission are Sam McKee, Edward B. Baron and Donald A. Cameron.

The shopmen did a wonderful job of decorating the various properties at Christmas time, and we are only sorry that we do not have enough space to show pictures from each location. The two reproduced here are of Kirkland (above) and Utah (below). Gordon Peterson took the photographs.

Conductor W. M. Barry Gets $35 Reward for Honesty

Conductor W. M. Barry is $35 richer and the Railway has an enthusiastic new friend. All because Mr. Barry found a purse and turned it into the Lost and Found Department.

The purse contained a number of personal papers and other belongings as well as $70 in cash. The lady who owned the purse was so appreciative that she decided to leave half the money as a reward for the honest conductor. She also took the trouble to write a very moving letter to Mr. Barry's Division Superintendent expressing her happiness at recovering her lost property.

Many other instances have been reported showing the passengers' gratitude for a Railway employee's integrity. Only recently a woman wrote to commend Operator L. J. Kosar for returning a wallet which contained irreplaceable pictures of her husband who was killed in Korea. "The small reward I gave Mr. Kosar cannot possibly express my gratitude," she stated. "He has indeed made my Christmas a merrier one by completely reviving my faith in mankind."

There are many such deeds performed by Railway employees which receive no recognition except for the gratitude of the passenger. These names cannot be listed. However, the Lost and Found Department keeps a record of those men who receive cash rewards, and their names are listed below:

J. E. Peebles, Jr., Geary.
S. N. Carr, Geneva.
L. Z. Anderson, Kirkland.
W. J. Armstead, Kirkland.
Lawrence McGee, Kirkland.
Leon Lumbert, Potrero.
George T. Lydeard, Geneva.
W. H. Clark, Geneva.
James F. Barrett, Geary.
Roy Wirsdorfer, Geary.
L. C. Stevens, Geary .
Carl C. Barton, Geary.
Vincent Connolly, Geary.
Paul S. Whitten, Geneva.
Dewey Rogers, Potrero.
Edmond G. Moren, Geneva.
Emanuel Bennett, Geneva.

WASHINGTON-MASON DIVISION

Many are the goings-on around our barn, but when three fellow-workers report the same thing, we would like to know what happened. Here is the sad tale of a sly fox: About 12:30 a.m. a shopman, cable splicer and an oiler spotted a fox sneaking around the barn, but when they started to stalk him, he gave the brave trio the slip going into the Mason channel and so to safety. This tale is hard to believe, but for more details see *Dave Nelson*. . . . Santa Claus has been good to most of us this year, but it seems that Gripman *Gust Dales* has a pet peeve against him. He delivered a very nice clock to Mrs. Dales, but Gust says it keeps him awake nights talking to him. After much questioning, we finally found out what the clock says—"Coo-coo." Gust has threatened to buy a shot gun. . . . It is good to see several of the old-timers back in the barn after the general sign-up. Those returned to the fold are *James C. Albee, Peter C. Garcia,* and *A. L. Hamilton*. . . . *Alfred "Frenchie" Pucheu* has returned to work after a bout with old man flu. Gripman *Thomas Hutchings* has also been on the sick list. . . . To *Orin E. Harder* and *D. N. Strathearn* we extend our deepest sympathy in their sorrow.

A BRIEF HISTORY OF SAN FRANCISCO TRANSIT
Part III. The Electric Car

In 1891 San Francisco's first electric line, the San Francisco and San Mateo Railroad Company, went into operation with a route from Steuart and Market Streets out San Jose Avenue to the county line, as well as a branch line along Harrison, Eighteenth, Clayton and Waller Streets to Golden Gate Park, the famous "switchback" line along the shoulder of Twin Peaks. In 1892, the Metropolitan Railroad put in a rambling trolley line from Market Street to Golden Gate Park.

A few years later Adolph Sutro built an electric line from Presidio Avenue out California and Clement Streets to his Sutro Baths at the Beach with a branch line along Eighth Avenue to the Park. None of these electric lines were particularly successful financially, and there was no great rush to establish further trolley lines.

It was in this period that the two big consolidations of street railways occurred which resulted in the formation of the United Railroads Company. The combined system consisted of 229 miles of track employing some 900 cars, mainly cable. Only the Geary Street, California Street and the Presidio and Ferries Railroads remained independent.

The new and modern electric cars did not win much favor from San Franciscans, who were violently opposed to the overhead trolley wires and were particularly desirous of keeping them off Market Street. However, this resentment was gradually dissipated, and there was general approval when, after the earthquake and fire of 1906, the majority of the lines were electrified.

(Next Month: United Railroads)

(Above) The famed "switchback" line on upper Market Street was built in the 1890's, running from 18th and Harrison to Golden Gate Park. This meandering line became the prime money loser of the Market Street Railway Company, and was the first line in the city to be equipped with trolley coaches. This picture was taken about 1915.

The first electric line in San Francisco was built by the San Francisco & San Mateo Railway Company in 1891. The company employed both single and double truck cars of the "California" type, that is with an open section at each end and seats running lenghwise.

This California type electric car and horse car trailer were in use around 1900 to take passengers out Mission Street and Ocean Avenue to the old Ingleside race track.

Prior to electrification, steam trains ran on either side of Golden Gate Park. The Park & Ocean line picture above carried passengers Lincoln Way to the Beach.

The Sutro electric line was put in operation in 1896 in competition with the steam lines. The car is on the private right-of-way to Sutro Baths, with the old Cliff House at left.

The Presidio and Ferries Railroad Company operated a line along Union Street which linked the Presidio with the downtown area. It was acquired by the city in 1913.

After the disaster of 1906, most of the cable lines were rebuilt as electric lines. This picture of the track reconstruction was taken July 27, 1906 on Sutter looking west from Hyde.

COLLECTOR JOHN P. DEASY IS DECEMBER "MUNI MAN"

DEPENDABILITY, COURTESY, SERVICE WIN COMMENDATIONS FROM PATRONS

John P. Deasy, a Collector who works out of Potrero Division, is the latest winner of the "Muni Man of the Month" award.

Collector Deasy has made many friends at the three locations to which he is assigned: Cole and Carl in the mornings, 16th and Church in the early afternoons (where he loads children from four schools), and Battery and Sacramento in the evenings.

Admiration for his consistent courtesy and "extras" in service has brought scores of commendations from appreciative passengers. For instance, when he sees a street car coming, he goes around the corner and flags the lagging customers so that they will not have to suffer the aggravation of missing the car by a few seconds. His dependability ("Rain or shine, he's at his corner right on time") has also been noted.

Mr. Deasy received his Civil Service appointment to the Municipal Railway on September 5, 1942, but was unable to report for work until three years later as he was seeing action with the Navy. He served in both the European and Pacific theatres. Before he joined the Navy, he was employed by the Market Street Railway Company and worked on the old Castro Street cable line. He is 35 years old, married and has two children.

Those present at the award ceremony were: A. H. Ayres, Chief Engineer of the Utah Construction Company and a director of the National Safety Council; William F. Fielder of Fielder Sorensen & Davis, who gave the $50 prize; J. H. Tuner, Manager of Utilities, and J. E. McDevitt, Railway Division Superintendent.

A total of 734 commendations were received during December. Previous winners include: Francis F. McManus, Potrero; George Glassford, Kirkland; Delg P. Tufo, Utah; L. B. Delaney, Presidio; Walter E. Stone, Ocean; Joseph P. Sullivan, Geary; Edgar Newlon, Ocean; Ethel Rutland, Geneva; Eugene McIsaacs, Utah; Reginald H. Simpkins, Ocean; Samuel A. Draper, Potrero; Lawrence J. Kosar, Presidio; Frank A. Offen, Geneva; Frank A. Barone, Kirkland, and Henry L. Cologne, Ocean.

The list of those commended during the month of December follows:

Geary

Alfred Aaron, Joseph Bialy, Fred G. Blacklock, Clarence Edwards, Francis Eigenman, John H. Fitzgerald, Harold C. Giese, Marvin E. Grimm, Nathan Q. Jones, Cornelius O'Leary, Nick S. Papadakis, Charle J. Schmidt, Isaiah White, Dorothy A. Wilson and George J. Wuttke.

Geneva

Ashby Anderson, Leonard Campisi, Michael J. Casey, Emil J. Ellien, Joseph Finn, Patrick J. Giblin, Louise E. Hanes, Carl R. Heistand, Tim Patrick Leahy, P. Metroupoulos, Frank A. Offen, W. W. Reinhardt, Ethel V. Rutland, Joseph G. Slevin and Louis E. Wilson.

Kirkland

A. J. Allegretti, Eugene Anderson, L. Z. Anderson, T. A. Arditi, Frank Aschbauer, Charles Benton, Booker T. Brooks, Waymon Burrell, Charles A. Cason, Charles Chastain, Silvio Chiosso, Paul Q. Chow, Curtis Combs, Harold A. Corron.

Leroy Daigle, James Davis, Mack Davis Jr., John F. Decampos, Travis R. Edwards, Theodore A. Fischer, Si J. Gallegos, Willdy P. Gazaway, Oliver L. Gilden, Violet G. Green, Vincent Groves, George E. Guido, D. A. Gunderson.

Walter L. Hall, Leroy Hancock, Arthur D. Harris, Harry E. Harvey, William C. Henry, A. B. Howard, Daniel B. Howard, George A. Hurlbut, James E. Johnson, Paul Jones Jr., Merle M. King, F. Latimer, Teddy R. Mason, Paul J. Matelli, McCoy Maybon, George W. Michael, William Paul Miller.

Julius Paslin, Vida Pearl Peoro, Emil J. Pieroni, Richard . Ponne, Anthony Robinson, Tony J. Scarabino, Edward L. Strong, Gabriel Syobo, Charles F. Wagner, Morgan G. Wilson and Leo L. Woody.

Ocean

Patrick P. Altieri, Louis J. Angeli, C. Asimakoupoulas, Frank E. Bauer, Bernard Blessing, Roy E. Brewer, Charles Cassayre, John R. D. Cheek, Dunlap A. Chenault, Leon S. Christian, Henry L. Cologne, Eugene J. Carli, Dominic Constantino, George W. Cushing, Charles C. Dean.

Timothy V. Erdy, Willie D. Felton, Harry J. Garabedian, Richard Gitchell, Raymond C Gnecco, Curtis E. Green, John J. Griener, William H. Hage, Clyde E. Hardin, Paul Lee Harmon, Luther B. Harris, Reginald D. Hickey, Justin Jutus Jr.

H. Kannengieser, Everett W. Karlseng, Marvin Kimber, Fred C. Kubli, Julius Legrand, Betty J. Lindsey, Salvatore Lucia, Roy D. Mason, William F. Mayer, Joseph P. McArdle, James J. McCarthy, William R Navas, Edgar Newlon, Morris M. Newman, William C. Nichol.

W. F. Fielder of Fielder Sorensen & Davis presents the $50 check to Collector John P. Deasy, the December "Muni Man of the Month", as Utilities Manager J. H. Turner watches approvingly.

A. H. Ayres, Chief Engineer of the Utah Construction Company, represented the National Safety Council at the courtesy award ceremony. Here he and Division Superintendent J. E. McDevitt congratulate the prize winner.

John O'Connor, Emil A. Panesi, Philip E. Pate, Adolph A. Reich, Reginald Simpkins, Dennis A. Sullivan, Clarence J. Sweet, Hilliard C. Terry, John Elmer Tomola, James Verducci, Richard Wells, John C. Welsh and Fred W. Wilson.

Potrero

James C. Albee, Anthony J. Allaria, Carmelo Azzopardi, Andrew G. Baronik, Herbert Blanchard, Kelly Bowlin, Theodore W. Brooks, Frank E. Butler, Roby T. Conrow, Harold E. Curry, Wilford C. Daniels, John P. Deasy, Angelo Denevi, Layton Dutson, Lee S. Falls, Willie J. Freeman.

Robert L. Gagen, Frank A. Garcia, Susie M. Hamilton, R. L. Henderson, O. A. Holtzen, Clay Orel Howell, Ernest Johnsen, Earl Kelley, Brady Keys, John C. Kinsey, James G. Lash, Emmet F. Lavin, Walter B. Lewis, Franklin Louie, Charles L. Lowrey.

Joseph Monteleone, H. J. Neubecker, Leroy Patrick, Henry Pfeiffer, D. M. Plante, Oscar Platt, Leo Pointer, Anthony L. Ramirez, Clinton W. Rogers, Ellis B. Seals, Miles S. Smith, Moses M. Thomas.

Johnnie Walker, Gentrye Wallace, Jess L. Watkins, Henry L. Webb, Thomas E. Williams and Walter Wolfenden.

Presidio

Arthur M. Ahuna, Luckey E. Bailey, Martin E. Baker, John Baranow, Samuel Barone, Ralph Baronie, Wm. J. Butler, Ray G. Carroll, Mike Carpine, Ray Paul Cave, Lilburn B. Delaney, Voris Derryberry, James L. Elliott.

Gordon H. Fendel, R. L. Fresne, Antone L. Hamilton, Francis W. Heywood, Lance E. Howe, Emmitt Hozay, Theodore S. Janes, M. Janssen, Edwin Jostmeyer, Norbert I. Kehoe, Darrell C. Kenny, Lawrence Kosar, T. Kurrell.

Louis K. Levy, Joseph McCowan, Frank McEachern, John McGuire, John D. Mulkeen, Lloyd J. Nybye, Bernard Pederson, Lawrence H. Pfeiffer, Walter Schilber, Arthur Vittori, Charles Whitchurch, Leonard M. Wilczek and Paul R. Willbanks.

Utah

Purcell Thurston Dalton, Henry J. Engelbert, Dallas R. Gifford, Elmer E. Ludlow, Albert T. Lutge, C. E. McPherson, Charles Sandoval and Ernest Schennek.

Washington-Mason

Frank W. Hughson, Yuen Hing Lum and Martin J. Rowan.

GARAGE EXHAUST

Bill Linehan, recently injured while at work, has been welcomed back to the job. Bill was married recently, a fact kept obscure for some unexplained reason. . . . *Ronnie Urqhart* has joined the ranks of new car owners. . . . Music by *Earl Bingaman, Jules Landini* and *Tom O'Connor* contributed mightily to the success of the Christmas Party held by 24th and Utah. *John Patkin* assures us the rousing speech he gave at that party was right from the heart. He likes his adopted Land of the Free, and he likes his job with the Municipal Railway. John was born in a country where the air is free only because a dictator cannot control the breathing of his subjects. . . . At the beginning of this year 1952 let us take a look at Mr. Garageman - Mechanic - Machinist, who wishes one and all a Happy New Year. He's about five feet nine inches, 155 pounds, ruddy complexion and in good health. He likes outdoor sports, travels an average of more than 1000 miles on vacation, has a cheerful disposition and likes an occasional practical joke. His strong hands and forearms are evidence of his ability to handle tools and material; his larger than average nose denotes an inquiring mind. He is a married man, father of two children, and he and the bank believe that he has a very nice two-bedroom home. He is a member of a fraternal organization, goes to church on occasion and growls at the rain when the fish don't bite. He's the guy who puts in the gas, checks the brakes, repairs the motor and sends you the best of everything in 1952. . . . May we take this opportunity of extending our heartfelt sympathy to *Vic Peterson*, whose brother died on New Year's Day.

RETIREMENTS

Name	*Classification*	*Employed*	*Retired*
William A. Crocker	Carpenter	8-25-19	11-30-51
Ralph H. McNutt	Gen. Foreman ERSM	3-22-09	11-30-51
Duke C. Ormsby	Gen. Supt. of Transportation	8- 8-14	1- 1-52
Alexander Rigaumont	Geneva Conductor	11-17-13	12- 1-51
Glenn B. Roberts	Potrero Operator	8- 2-22	12- 5-51
William J. Wolters	Utah Operator	3- 3-25	11-29-51

Anthony J. Allaria, Potrero Division No. 22 line, employed June 11, 1947.

Samuel Barone, Presidio Division, No. 30 line, employed June 15, 1939.

Dunlap A. Chenault, Ocean Division, No. 71 line, employed August 10, 1949.

Clarence Edwarws, Geary Division, "B" line, employed May 14, 1923.

Clyde E. Hardin, Kirkland Division, No. 31 line, employed December 11, 1934.

Daniel B. Howard, Kirkland Division, No. 2 line, employed October 14, 1937.

John O'Connor, Ocean Division, No. 11 line, employed May 8, 1942.

Paul R. Willbanks, Presidio Division, No. 30 line, employed September 14, 1950.

Runners-up in the December "Muni Man" contest included the men pictured above as well as Frank Bauer, Francis Eigenman, Willdy Gazaway and J. G. Slevin.

DISABILITY TRANSFERS

The following employees have received disability transfers.

Alexander Cook, Geneva Motorman, to Watchman with the Board of Public Works.

Earl I. Ellingson, Utah Conductor, to Car Cleaner with the Railway.

Ruth Logasa, Geary Conductor, to Office Assistant with the Water Department.

WELCOME!

A welcome is hereby extended to all members of the California Cable Division from the TROLLEY TOPICS staff. By next month we hope to have a regular reporter at our new Division, who will keep us informed of what is happening there.

Public Transit Wins Support From Press: Nation's Leading Newspapers Join in Encouraging Use of Mass Transit Vehicles As Cure for Traffic Congestion Problems

Public transit has been winning support in some very influential places recently. It is particularly encouraging to note the attitude of some of the country's major newspapers. Editorials have appeared in the newspapers of various cities which show that more and more of our thinking citizens are beginning to realize that public transit is a vital factor in the city's welfare and that it should be encouraged rather than impeded.

San Francisco News

Right here in San Francisco, the "News" has devoted several editorials to the solution of the peak hour parking problem, particularly as it affects the public transit system. After calling attention to the fact that the major cause of the "intolerable" traffic congestion is the presence of too many private automobiles which choke the streets, the writer suggests that the Muni should be given the opportunity to show what it can do under more favorable traffic conditions.

"In many other cities when private autos impede and impair public transportation they get no such tender consideration as has been given them here," the writer adds. "San Francisco has come to the point where it MUST cast the die in favor of the greatest number of citizens requiring quick and convenient transportation — the people who ride the buses and street cars.

"Downtown motor vehicle congestion is making business more impossible every day. For the sake not only of citizens entitled to first-class mass transportation, but to the thousands engaged in and dependent upon business, the main transit streets simply must be cleared of private car parking in the busy hours."

Seattle Times

It's worthwhile to ride the vehicles of the municipal transit system more often, the "Seattle Times" reminded its readers in a recent editorial. Said the newspaper, in part:

"From many points of view, it would be good business for Seattle residents to make greater use of the transit system. It is more economical to ride the buses than to drive a car into the congested business district. It saves all the trouble of hunting for a parking place and then walking several blocks after finding one. It helps reduce traffic congestion in busy shopping areas. It helps to improve transit service. for the more riders the system has, the better it can afford to provide additional buses. It helps to keep the transit system out of the 'red.'

". . . It is good sense to leave the car at home and ride to work in the buses — sensible to save money 'by going Muni.'"

Boston Herald

Discussing the financial difficulties of the Metropolitan Transit Authority, the "Boston Herald" said in an editorial:

"A further shift from the MTA to private automobiles could strangle the city. For besides the added tax burden of construction, maintenance and policing the highways there would be the further tax expense of subsidizing the MTA for the cost of service it could not exact from its passengers. . . .

"The man who drives a private car has to pay about 8¼ cents a mile (average cost of operation) plus parking fees. If he drives only four miles in the round trip between home and city, and can park for 50 cents, his total cost is 83 cents, or 53 cents more than the MTA fare. In addition, by diverting revenue from the MTA he is piling additional cost on himself as a taxpayer.

"That's what we mean when we say there must be an integrated attack on the whole problem, not an attack on automobile congestion and on the MTA deficit as two unrelated matters."

Philadelphia Bulletin

Commenting on the same general subject, the "Philadelphia Bulletin" declared:

"Many motorists have not yet learned the lesson currently being preached by Philadelphia Transportation Company, that it is easier on the nerves and the pocketbook, and takes no more time, to use the company's conveyances into the central city than to drive a car.

"P.T. Co. stands to gain, of course, if motorists act on its suggestion. More people would pay fares and P.T. Co's service would be speeded up, with a saving in operating cost. At that point, of course, the benefits to the patrons of P. T. Co. become apparent, since they have a definite interest in reducing traffic jams.

"Parking is one of the nuisances of bringing an automobile into the central city, and it is not a small one, since parking lots filled to capacity are a common sight.

"More parking facilities are in the making, but it is a question whether their net effect will not be still more traffic. . . ."

Other Cities

In other cities, newspapers and civic organizations have joined in the campaign to promote public transit. In Ft. Wayne, Indiana, a plan aimed at lessening parking congestion downtown by urging those who work in the shopping area to leave their cars at home and ride the public transit vehicles to work was put into effect voluntarily for the Christmas season by the Retail Merchants Division of the Chamber of Commerce. It was estimated that 2000 of the 4079 parking spaces in the downtown business district are normally used by workers in that area.

In Niagara Falls, New York, merchants have cooperated in advocating the use of buses as a palliative for traffic congestion and parking problems. In their advertising, the merchants have urged riding the buses and pointed out that a full bus takes 20 cars off the street.

In Cincinnati, Ohio, the Police Department's tow-away drive has been given wholehearted support by the Fourth Street Area Merchants' Association. According to their spokesman, only temporary relief to the congestion problem would be provided by off-street parking facilities, street-widening, one-way streets and new-type traffic signals.

"Public transportation is our only hope of staying abreast of the problem," he added, "but the Cincinnati Street Railway management can't do it alone."

He said that in his opinion "if we would have spent one-half as much time and half as much money toward assisting our transit management as we have toward the convenience of the private automobile our transit system today would show greater equity."

DOLORES CADELL
REF DEPT-PUBLIC LIBRARY
CIVIC CENTER
CITY 2

POSTMASTERS:
Forwarding or return postage, or notification (with key) or form 3547 guaranteed
TROLLEY TOPICS
901 Presidio Avenue
San Francisco 15

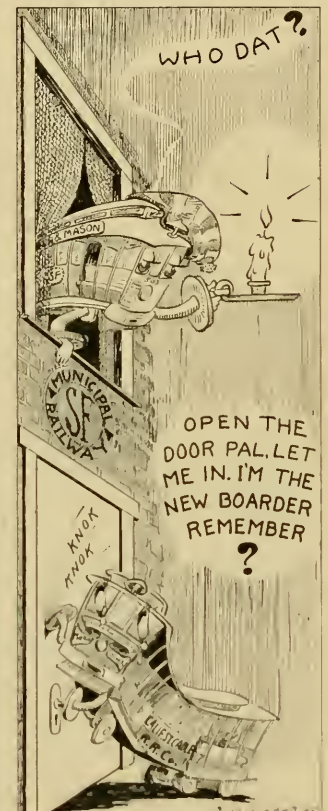
Sec. 34.66 P. L. & R
U. S. POSTAGE
PAID
Permit No. 4632
San Francisco, Calif.

LINE DEPARTMENT

In the wee frosty hours of a recent winter morning, Foreman *Charles Evans* and crew were busily overhauling the wiring in the Twin Peaks tunnel. As Evans wandered down the deserted track pondering the frailities of his wayward crew, he was startled to see a pair of headlights come bouncing down the tracks. "At last," he thought as he observed a clergyman at the wheel, "they've sent a man to convert my crew." It developed, however, that the good man had no interest in *Harold Hurtt, Tom Conroy* or *Al Walker*. He had become lost and had entered the tunnel by mistake. . . . A few highlights from the Line Department Christmas Party: *Jason Gordon's* plea for higher standards of ethics among linemen (he's a Lineman now); *Bob Gates'* leading the lambs to slaughter in a game of chance (last year the lambs led Bob); *Ed Brown's* stirring talk on temperance — punctuated by gestures with a glass of spirits; the final vain assault on *Nick Thomas'* locker in a futile search for refreshments. . . . A BELATED HAPPY NEW YEAR TO ALL!

OUR SISTER UTILITIES

It is with deep regret that we report the death of the following friends. *A. Al. Peterson*, Caretaker at Crystal Springs Reservoir, who died on December 27th; *Max Taylor*, a long time employee of the Water Department, who also died on December 27th; and *Jack Stone*, Engineer for the Water Department Construction Division at Millbrae, who died on December 31st. . . . *Julie Albrecht*, formerly with Water Department Engineering, has retired from City service in order to devote her time to her month-old daughter, Julia. . . . Happy to see *Ledie Packard*, Water Department General Clerk, now back to work after being off since July . . . Our best wishes go to *Forrest B. Gibbon*, Executive Secretary to the Manager of Utilities. Mr. Gibbon has had a long career in city service and has made many friends along the way.



Upon his retirement he was given a very delightful farewell dinner at the Press and Union League Club. . . . *Al Kritscher* was host to the American Institute of Electrical Engineers at a recent meeting held in the new Presidio Trolley Coach Yard. Al conducted a tour of the property, assisted by *John Carlon* and *Harry Peshon*.

OFFICE CHITCHAT

Sergeant *Clyde Onstot* of March Field was up to see us on his Christmas furlough. . . . *Frances Sanchez*, nee Venarucci, is the mother of a darling daughter, Janet Marie. Little Janet arrived December 14th and weighed seven pounds six ounces. . . . A cute little granddaughter arrived on December 20th, bringing much joy to *Lou Murray*, of the switchboard. The baby's name is Karen Elizabeth. . . . *Francis Lubner* of the Claims Department is another recent addition to the Railway's grandmothers' club. . . . *Bruce Bishop* has left the Payroll Department to take a job in North Africa. . . . *Mike Depmeda, Gerald Sheehy, Earl Ryan, Angelo Baccecina, Dick Griffin* and *Mollie Luman* have been on the sick list. . . . *Merlin Henry* and *Jim Duffy* witnessed that "slaughter in the fourth quarter" at Pasadena. . . . The Muni's *Morgans, Jacquelme, Boyd* and *Norman*, were on vacation, as were *Anna Marie Kenter, Jim Pagee, Elbron Perkins* and *Sydney Abbot*. . . . *Bill Bendel's* contribution to the Christmas Party arrived attached to a computation he had made. It showed his salary as $00.00 and he figured one per cent of that as $.000. (NOTE: He came through with a check just the same!)

TROLLEY TOPICS

Vol. 7 FEBRUARY 1952 No. 2

CITY & COUNTY OF SAN FRANCISCO
Elmer E. Robinson, Mayor

Published under direction of the
PUBLIC UTILITIES COMMISSION

Philip F. Landis, President
Sam McKee — Victor S. Swanson
Edward B. Baron — Donald A. Cameron

Adeline Svendsen, Editor
Charles L. Reed, Artist
Marshall Moxom, Photographer

REPORTERS

Jim Lewis — John Whitney
John Hurst — Ken Howard
Jim Bittles — Marie Jackicich
Emery Dutcher — Bud Soward
Joe Kennealy — Dolores Shea
Jim Leslie — Skip Sawyer
Dick Griffin — Elven Whelpley
Harry Franklin — Bob Williams

Address communications to 1345 Turk St.
San Francisco 15, Attention Editor

TROLLEY TOPICS
MUNICIPAL S.F. RAILWAY
CHAS. L. REED
olume 7 MARCH, 1952 No. 3

NATIONAL SAFETY COUNCIL SAFE DRIVER AWARDS WON BY 680 RAILWAY EMPLOYEES DURING 1951

A total of 680 Railway employees won National Safety Council Safe Driver Awards during 1951. Of these, 293 earned two-year awards for having completed their second year without a chargeable accident. The other 387 received one-year awards.

In an official presentation ceremony before the Public Utilities Commission recently, three of the two-year award winners received their pins. They were Louis K. Levy, Presidio Division; Clarence J. Sweet, Potrero Division; and Walter Young Jr., Potrero Division. These men were chosen to represent the Railway because they had also distinguished themselves by winning "Northern California Driver of the Month Award" pins during the past year.

The latter award is made jointly by three organizations: the Truck Owners' Association of California; the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America; and the Northern California chapters of the National Safety Council. In winning this award, the three operators were competing with professional drivers of commercial vehicles of all types including operators as well as truck drivers in the area from Bakersfield on Highway 99 and San Luis Obispo on Highway 101 to the Oregon state line. Mr. Young won the award in May, Mr. Levy in June, and Mr. Sweet in August.

The awards were presented by Public Utilities Commission President Oliver M. Rousseau after an introduction by Utilities Manager J. H. Turner. Attending the ceremony from the National Safety Council were Robert Pike, Western Region representative, and A. E. Archibald, Roy Buell, Iver C. Larson, Richard T. Stephens and Myron Wacholder of the local chapter. Mr. Herbert Moore represented the Truck Owners' Association, of which he is president. Others present were Commission Vice President

(Continued on page 2)

Three Municipal Railway operators who won a "Driver of the Month" award last year in addition to their two-year "Safe Driver Award" were honored recently in a ceremony before the Public Utilities Commission. Left to right are Commissioners Donald A. Cameron and Sam McKee, Operators Clarence J. Sweet, Walter Young Jr. and Louis K. Levy, Commission President Oliver M. Rousseau, and Commissioners Victor S. Swanson and Edward B. Baron.

After the ceremony the winners received the congratulations of those present. Here Operator Sweet shows his pin to (left to right) Commissioner McKee, Roy Buell of the National Safety Council, and Commissioners Swanson, Baron and Rousseau.

Victor S. Swanson; Commissioners Edward B. Baron, Donald A. Cameron and Sam McKee; Railway Manager C. D. Miller; Safety Director Paul J. Fanning, and Assistant Safety Director W. D. Ratto.

According to Mr. Miller, the Municipal Railway has made an exceptionally good record in the Safe Driver Award contest. The 680 winners comprised 53 per cent of the total of 1272 men who were eligible. Following is the list of winners:

Two Year Awards

Frank R. Agullard, John E. Alexander, Edward J. Allard, Anthony J. Allaria, Patrick P. Altieri, John Andersen, Ashby Anderson, Louis J. Angeli, Edwin H. Angelius, Bruno Antoni, Joseph H. Balzac, George A. Barker, Charles J. Barnett, Geno H. Barni.

Ralph Baronie, Andrew G. Baronik, Lyle B. Barry, Aaron T. Barskey, Otho Eugene Baty, Frank E. Bauer, Charles Bauman, Archie D. Bedford, Clifford Bedford, Greene C. Belcher, Duilio Berti, Gerald M. Bidgood, Joseph A. Blake, Raymond Blanquie, Bernard Blessing.

Ethridge N. Boone, Owen W. Borden, Emilo D. Boschetti, Kelley Bowlin, James J. Brackett, Orville L. Bradley, Jean Brice, Clarence E. Brown, James Brown, Ray John Bunzel, William E. Burden, Burton D. Byron, William Cairns, John J. Campion, Herman L. Cardona, James P. Carey.

Achille Carmassi, Ray G. Carroll, Charles E. Catoir Jr., Lawrence J. Christen Jr., George J. Citrinio, Gordon H. Cleaveland, Ralph Clocker, Mitchel Coffey, Edward A. Coleman, Henry L. Cologne, Curtis Combs, Timothy P. Concannon, James V. Connolly, Joseph J. Cook.

Robert Coppinger, Jeremiah Corcoran, Martin R Cortesi, Walter H. Costa, William P. Cox, Donald J. Craig, Orie C. Darby, Abraham M. Deeb, John P. Devincenzi, Daniel J Dineen, Mario Domenichini, Harold B. Doull, Arthur J. Drouin, Joseph C. Duarte, Felix J Duffy

William T. Dunleavy, Frank Dunne, Jonathon Dusdall, Edward G. Eknoian, Earl L. Ellingson, Neilo R Elvander, Harvey L Emge, Timothy V. Erdy, Henry M. Ertman, Howard Estus, Eugene Fontaine, George L. Fordtran, Clifford Franklin, Robert H. French, Samuel L. French.

Charles Gallo, Alex Garner, Charles H. George, Ellias P. George, Aurelio Gioseffi, Lyle V. Godfrey, Joseph Leo Gollob, Peter Goumas, Jacob Grabstein, Tino D. Granucci, William Grassi, Earl N. Greene, John J. Griener, Vincent Groves, Arthur I. Halinen, Theodore Hanges, Charles F. Hanneman, James Hansen, Paul Harband, Edgar H. Harper, Harvey H. Harris.

Edward J. Haslam, Phinus Q. Hawkins, J. F. Heissenbuttel, Clifford B. Henry, Gus R. Herron, Anton W. Hettrich, Thomas Hewitt, Reginald D. Hickey, Edward G. Higgins, Levert J. Higgins, Edward P. Hildreth, Walter A Hines, Ezra C. Holford, William J. Holzmuller.

Joseph F. Howard, Earl H. Hugh, Albert T. Hughes, Gerald K. Hulse, Robert Irving, Adam Jackson, Charles H. Jackson, Angelo Johns, Cecil Ray Johnson, Fred Johnson, James E. Johnson, Herbert A. Jones, Paul Jones Jr., John E. Joyner.

Norbert I. Kehoe, Martin W Kelly, Paul J. Kelly, Lewis B. Keylon, Byron Vernon King, Oram S King, William J. King, Hyman Klezmer, Fred C. Kubli, Michael Kulis, Theodore Kurrell, Joseph W. Lang, Robert C. Lee, James F. Lennon, Louis K Levy, George Lex, Herbert W Light, Henry R. Lind, Melvin J Lindelli, Robert E Linehan.

Albert R Logasa, Fred Peter Lose, Lee Leroy Lowrey, Harold C. Lozier, Peter H Lunden, Walter H Lusk, Foy Lynch, Manuel M Machado, William Madziarski, Charles A Maguire, Leo J Mahoney, Everett L. Malone, Everett D Maloney, Charles H Malum, Lino J. Mammini, Lawrence M Martin, Barclay S. Massey, George I. Matson.

Cylde May, McCoy Maybon, Lionel E. McCarn, James J. McCarthy, George J. McCreary, Robert L. McElroy, Hugh McFadden, Thomas McGrath, George D. McGuirk, Wilfred J. McHugh, Eugene W. McIsaacs, Joseph Melovich Jr., Placido Menegone, Elmer Merrill, P. Metroupoulos.

Ernest A. Meyer, A. H. Millar, James G. Milne, George Albert Moe, Edmond G. Moren, Adolf Munoz, Russell W. Murray, Alexander Myers, Paul H. Nathan, Joseph Navarra, Edgar Newlon, Morris M. Newman, Samuel B. Noel, Joseph F. Noga, William M. Noshkin, Dewey Novak.

Timothy O'Connor, Daniel A. O'Leary, Joseph Oliva, Harry A. Orciet, Charles M. Parish, Julius P. Paslin, Andrew N. Payne, George Pechina, Frank D. Petiti, Charles E. Price, Charles V. Quinn, Jacob R. Quistad, Joseph F. Radovich, John Joseph Regan, Nick P. Revello.

Bartholomew Riordan, Anthony Robinson, Harry Rodriquez, Michael A. Rowan, Cornelius Rulison, Eugene E. Rushing, Charles Sarcander, Mike S. Sares, Manuel T. Saunders, Lloyd F. Schloegel, Armand Schlueb, William F. Schneider, John C Sheehy, Lorin Silleman, Frank Silveria.

Frederick W. Simon, Reginald Simpkins, Bert Simpson, Edward J. Smith, Lloyd A. Smith, Raymond J Smith, William J Smith, Nathan Sowle, Paul F. Sperber, Clyde J Spillane, Henry W. Stephens, Frank Sterbank Jr., Don K Stevenson, Lawrence Stewart, Steve Stojanovich, John M. Stoop

Edward L. Strong, H. Stubblefield Jr., Clarence J Sweet, Ernest A Teufel, Frank L. Theis, Earlie S Thomas, Moses M Thomas, Ernest V Thompson, Charles W Tighe, Ashford Todhunter, Martin N Tom, Lawrence M

Tubbs, Delg Paul Tufo, Raymond M. Tulich.

Adolph Ungaretti, Edward R. Unger, Johnnie C. Vaughn, Peter P. Velasquez, James Verducci, Otto D. Wade, Edward P. Walsh, Lloyd Washington, Arthur Wells Jr., Therman H. Wells, Benjamin H. White Jr., Samuel Whitehead, Emmett Whittle, Clarence Wickett, William O. Wieland, Columbus Williams, Paul Williams, Charles W. Woodard, Walter A. Woodard, Glen Dale Wright, Alfred D. Wylie, Tom Alan Young, Walter Young Jr., T. Zaragoza, F. J. Zitzelsberger and Cosmos P. Zizak.

One Year Awards

Robert Aitchison, Joseph D. Allen, Lasson A. Anderson, James K. Andronis, Teofilo T. Aragon, Carmelo Azzopardi, Cline D. Bailey, Radford R. Bailey, Robert Bailey, John Baranow, James C. Barker, Branson K. Barnes, Fred C. Barnett, Frank A. Barone, Robert H. Barr, Richard A. Barrett.

Alfred E. Barth Jr., James A. Beatty, Ahmed Beligh, Booker T. Benjamin, Charles Benton, Noe J. Bergounous, Karl Berndtson, Harold L. Bigelow, Reno J. Bini, August J. Bottaro, Zeb Vann Boyd, Joseph F. Brechwald, Herbert B. Brewer, Jesse J. Brewster.

Booker T. Brooks, Freddie Brown, Jerry Brown, Percy L. Brown, Robert L. Brown, Robert S. Bruce, Lawrence L. Bryant, James E. Burgess, W. H. Campbell, W. J. Campbell, Frederick A. Carey, Mike Carpine, Harry B. Carr, Larue Carter, Charles Cassayre, Ray Paul Cave, Thomas W. Chadderton.

Donald E. Chapman, Eli P. Chase, Dunlap A. Chenault, Vito L. Chiechi, Charles A. Childs, Silvio Chiosso, Harry M. Chonoplis, John H. Coleman, Vincent Connelly, James B. Conroy, James G. Conway, Frank L. Corrigan, Dominic Costantino, John W. Costello, Willie Cotton.

Joseph P. Coughlan, William B. Cowden, Ross D. Craig, Erving E. Crane, Chester Crawford, Leslie M. Crawford, Joseph N. Crossley, C. R. Cunningham, Harold E. Curry, George W. Cushing, Antonio M. Daguman, Ernest V. Dakin, William E. Dale, P. T. Dalton, William Daly.

Everett M. Dawson, Hubert A. Dawson, Charles C. Dean, John F. DeCampos, Frank Deggs, S. G. Delakis, Angelo Denevi, John O. Denman Jr., Leroy F. Denyes, Voris Derryberry, Cornelius Desmond, Antonio DiCarlo, W. A. Dinsdale, Neil J. Doherty, James P. Donnelly.

Samuel A. Draper, Oliver B. Drury, Herman Dubuque, Peter Duffy, Thomas P. Dunnigan, Layton Dutson, Travis R. Edwards, Richard H. Elder, Emil J. Ellien, James L. Elliott, Clarence Ellis, Nicholas J. Elson, Miguel B. Erana, Clarence Erdmann.

William J. Fay, Thomas Fitzmaurice, James J. Fitzpatrick, Isaac H. Flippin, Samuel E. Ford, Leslie L. Foster, Carwell Fowler, Martin E. Frasu, Ernest Furness, William C. Gaines, Albert L. Garcia, Neil T. Gaylord, Willdy P. Gazaway, Frank Gedgate, John N. Gentile.

Oliver L. Gildea, Leroy E. Gillbank, Dario G. Giuntini, John N. Givich, Gustav C. Goethals, Edward S. Golder, James Tom Gon, Carlos S. Gonzales, Charles L. Graves, Ernest C. Graves, Henry Gray Jr., Curtis E. Green, Lake O. Green, Willie Lee Green, Robert H. Greer, Jesse B. Griffith, Howard Grinstead, George E. Guido, Frederick T. Gyde.

Chris G. Hageman Sr., Leonidas B. Hall, John H. Hanlon, George W. Hanna, Herbert J. Harman, Harry L. Harrison, Lee A. Hart, Leonard T. Hart, James G. Hatzis, George E. Helmel, William Hill, Daniel E. Hogan, Fred R. Holtzen, John Lee House, Daniel B. Howard, Rolly F. Howard Jr., Earl J. Hruska, Martin Hudaklin, George A. Hurlbut, Thomas Hutchings.

David Islowitz, Curtis Jackson, Emmett Jackson, Frank Jackson, Lawrence Jackson, Tom H. Jackson, Purnell E. Jacobs, Robert Jemison, Edwin P. Johnson, Ernest Johnsen, Loyd L. Johnson, M. T. E. Johnson, Russell J. Johnson, William T. Johnson, Woodrow W. Johnson, James P. Joyner, Henry Judson, Justin Jutus Jr., Everett W. Karlseng, Frank N. Kavanaugh, Joseph E. Keech, Robert A. Keesey, Darrell C. Kenny.

James T. Kerrigan, Marvin Kimber, Vincent P. King, Dino Gus Koulos, E. S. Koumakis, Henry A. Lampe, Walter J. Larson, Frank J. Latrouel, George W. Latta, Emmet F. Lavin, Charles J. Lawton, Thomas J. League, Charles E. LeFevre, Arthur E. Lewis Jr., Henry G. Llamas, Louis D. Lofton.

Joseph A. Logasa, Charles W. Long, James Thomas Long, Leighton H. Long, Charles Loving, Lynn Lovvorn, Angelo Lupi, Cornelius J. Lyons, Herbert Lyons, George R. Mackin, Albert G. Maillard, Ray M. Malardino, James A. Mallman, Joseph John Mammini, Joseph W. Mannix, John Marcelli.

Antone T. Marelich, James E. Markham, Frank W. Marlowe, William R. Marquering, Frank C. Marshall Jr., Francis R. Martin, John W. Martin, Roy D. Mason, Ervin Matthews Jr., Kenneth E. Maxell, Harry H. Maynard, Patrick McCarthy, John J. McDonagh, William McDonald.

Peter McGlynn, Grant A. McKay, Charleston E. McPherson, Clarence E. Melbostad, Raymond Mendoza, Hughes Menifee, Norris Meshberger, Clarence J. Miller, Louis Miloslavich, Peter H. Mitchell, Charles E. Mixco, Laverne C. Mogensen, Henry A. Molina, William Monroe, James E. Morrow.

William C. Mosena, Raymond S. Moses, William H. Mottesheard, Leon Mouyer, Carl L. Mullins, Charles A. Munder, John J. Murray, William R. Navas, Jesse W. Neal, Harry T. Nelson, Robert H. Nelson, Frank K. Nuss, Lloyd J. Nybye.

Various Railway officials were on hand for the presentation of the awards. Left to right are Assistant Safety Director W. D. Ratto, Railway Manager C. D. Miller, Operator Levy, and Utilities Manager J. H. Turner.

Others who participated in the City Hall ceremony were Herbert Moore, president of the California Truck Owners' Association; A. E. Archibald of the National Safety Council; Operator Young; Robert Pike of the National Safety Council; and Paul J. Fanning, Director of Personnel and Safety.

Michael O'Brien, Henry L. Ochesky, Vernon E. O'Connor, Henry J. Olate, Albert D. O'Loan, Frank Orsi, John Palameta, Nick S. Papadakis, Leroy Pappas, Austin J. Parfitt, Orean H. Parker, John H. Paterson, Raymond Patterson, Edward J. Payton, Arthur J. Pearce.

Erling C. Pederson, James E. Peebles Jr., John N. Penick, Victor L. Perazzo, Harold R. Pewitt, Eugene P. Peyre, Henry Pfeiffer, Glenn C. Phillips, Harry B. Phillips, John G. Podojil, John L. Polczynski, Allan J. Powell, Edward Prendiville, Cristanto F. Punzal, Rudolph Puskow.

Anthony L. Ramirez, Wilbert E. Randall, Edward J. Raymond, Paul A. Raymore, Marvin D. Reaves, Murl E. Redden, John G. Reed, Adolph A. Reich, Joseph Reich, Martin Reichert, Josef Reichmuth, Cesare Restani, Albert E. Rice, Fred T. Riegert, William F. Riley, Hugh E. Roberson, Eugene G. Roe, Italo Rossi, Joseph H. Roy, Welthy Ruffin.

George A. Sample, Manuel Sanchez, Charles Sandoval, Casimiro Santoni, Harold G. Savage, James Carl Sawyer, Joseph C. Schiller, William V. Schulz, Ellis B. Seals, Willie Tabb Seals, John Semmelhaack Jr., Vincent Senatore, Max Shatsky, Frederick H. Shere.

Raymond Shiver, Wayne B. Shumate, Julius Silverman, Albert C. Simons, George L. Siverand, Paul Skiadas, August John Slaby, Joseph G. Slevin, Irving T. Smith, Miles S. Smith, Woodson W. Smith, Charles D. Sprague, Rush B. Spriggs, Albert Steinberg, Alexander Stephen, Gabriel Syobo Jr., James A. Tarver, William C. Thode.

James W. Thomas, George W. Thompson Jr., Andrew Tillotson, Patrick J. Tinnian, Charles E. Titus, Billy Ray Todd, Daniel Tom, John Elmer Tomola, John D. Tracy, Bruce C. Turner, John P. Tustin Jr., Haynes E. Vance, Manuel L. Vasconcellos, Frank G. Vavra, Arthur Vittori, Frank Volpi.

Charles F. Wagner, Unto A. Waisanen, Boyd M. Wales, Elvin F. Walker, Chester V. Ward, Christopher Ward, Edward D. Ward, Waverly T. Ward, William B. Wasson, Richard W. Weaver, Herbert A. Webster, Buell G. Weeks, Willie Lee White.

Victor C. Whiteley, Lee C. Whitten, Paul S. Whitten, Fred Adolph Wilke, Edward Willebrand, Charles Williams, Elmer T. Williams, James H. Williams, Lesley A. Williams, Thomas E. Williams, Richard Williamson, Harry J. Willworth, Ernest J. Winter, Roy Wirsdorfer, William J. Wolters, Leo L. Woody and Anthony Zgraggen.

REWARDS FOR HONESTY RECEIVED BY 18 MEN

High man on the Lost and Found Department's list of rewards for January was F. Y. Louie of Kirkland Division, who received $25.00 in cash. Two others received $10.00 each; they were J. Reichmuth of Geneva and V. Lazzarini of Geary.

Others who received smaller rewards were M. Baker, Geary; T. Rogers, Geneva; S. Missa, Utah; H. Marquis, Kirkland; E. Matthews, Kirkland; J. Simpson, Geary; H. Dubuque, Geary; A. Methonen, Geary; E. A. DePeu, Potrero; W. Wolfenden, Potrero; J. Howard, Potrero; E. M. Cop, Geneva; A. Whitten, Geneva; M. P. Evans, Geneva, and W. C. Dippert, Potrero.

GEARY-PRESIDIO DIVISION

We hear that Operator *Herb Lyons* was down to Los Angeles the other day. And what do you think? They heard him on the radio — Bride and Groom program. . . . The Geary-Presidio Divisions have moved their offices to the rear of the building temporarily. It was rather a mess for the first two or three days trying to locate different things. More than likely we will be back in the new remodeled place in a few months. . . . Our Day Dispatcher, *Bob Moyle*, is in Ft. Miley Hospital undergoing a couple of operations. We all look for him back soon. . . . Motorman *M. Vasconcellos* was around the other day telling us all goodbye. He is retiring. . . . Our Receiver, *Fred Watkins*, was in Mt. Zion Hospital for a few days for a check-up as he has not been feeling too well lately. . . . While *Peter Duffy* is away on vacation, the honorable *John Mulkeen* is taking over his duties. . . . Coductor *D. T. Carey* is also retiring; the boys will all miss you fellows. . . . Operator *R. G. Carroll* is in the office giving a helping hand to the receivers — also the dispatchers now and then. Motorman *D. F. Hogan* is also retiring; we wish you all a well-earned vacation . . . If you want to know anything about old coins, see *J. Corr* or *Sam Brandenberg*.

RETIREMENTS

Name	*Classification*	*Employed*	*Retired*
Daniel T. Carey	Geary Conductor	3- 1-15	2- 1-52
Joseph Finn	Geneva Conductor	1-19-26	1-25-52
Daniel E. Hogan	Geary Motorman	5-19-20	2- 1-52
Paul Joseph Kelly	Geneva Motorman	4-18-31	1-29 52
Thomas A. Rice	Geary Conductor	6-21-17	2- 1-52
Manuel Vasconcellos	Geary Motorman	6- 5 30	2- 1 52

GARAGE EXHAUST

We extend verbal orchids to *James Neubert* for his horticultural achievements at Kirkland. . . . The members of Kirkland Division contemplate a badge for *John Bacigalupi,* Chief Inspector of Bus Seats. . . . Foreman *Charles McGuire,* injured during the Holiday Season, hopes to be out of the hospital soon. . . . *Hilton Pearson,* on sick leave for many months, showed his face one bright day when the sun was out. We hope to see him back on the job soon. . . . Receipt of a Special Award for Christmas Display, 1951, from the San Francisco Examiner has prompted *Ed Amiot* to start work on the display for 1952. . . . We wish to extend sincere sympathy to *Vernon Lannes,* whose mother passed away recently. . . . *Barney Sichel, Jules Landini, Tom O'Connor, Earl Bingaman* and *Howard Thomson* have been holding impromptu conferences on musical compositions. More party entertainment coming, we hope. . . . *Bill Leary* made the trek to Reno on February 2nd for his marriage to Miss Mary Hansen. In all that snow? . . . *Robert Desmond* has requested a vacation February 25th to March 7th "for the purpose of getting married." . . . *"Pappy" Rathburn* reported pushing aside tons of mud on his trip to San Diego where he visited his son, who is a submariner in the U.S. Navy. . . . Your reporter, from atop Mt. Wilson on December 19th, saw the dark clouds coming in to start the deluge which swept the coast. It was an awe inspiring sight. The rain that evening was as thick as the soup at Anderson's when we reached Buelton. . . . *Clara Pereira* spent a few days at Dodge Ridge.

UTAH DIVISION

Rumors are that Night Dispatcher *A. Benedict* is going into the real estate business. How about that, Benny? . . . A little belated, perhaps, but we would like to extend our congratulations to Operator and Mrs. *Henry Ertman* on the arrival of a baby son, who just missed being a Christmas present. . . . Operator *Tom Dunnigan* was seen loitering around a certain corset shop. Better cut down on the calories, Tommy. . . . Operator *Walter Behnken* has been confined to St. Luke's Hospital, undergoing treatment for an old leg wound; we sincerely hope it's not too serious. . . . We were all happy to see Operator *Jerry L. King* return to the job after several months with the Armed Forces; we understand Jerry is a Commissioned Officer. . . . Operator *Billy Jack Elkin* decided there's no place like home, so he returned from the cold and bleak regions to the folds of the Utah barn. . . . One of our newest recruits, Operator *Sam Knox,* has his nose to the proverbial grindstone these days. Sam took a couple of days off and got himself hitched up in that famous Nevada city. Those trips to Reno sure cost plenty of money, Sam. . . . We understand wedding bells are about to peal for another of our young operators. He thinks two can live just as cheaply as one, which remains to be seen. However, I'm sure the gang at Utah wishes Operator *Gerald Bowkett* all the luck in the world when that important time comes along. . . . While on the subject of weddings, may we also pass along our felicitations to Operator *Herb Brewer,* who gave his beautiful daughter away in marriage recently.

Reproduced here are a few of the photographs which have been sent in by Railway employees. (Upper left) Operator Eddie Oakes of Ocean Division submitted this picture which he took of Sonja Henie during her performance here at the Cow Palace. (Upper right) Jacob Bauer of Geneva won a citation for decorating his home at 1557 20th Avenue. The Christmas theme was carried out with lights, snowflakes, Santa Clauses and a big red fireplace. (Center right) Richard W. Biermann of Geneva Division claims he's the tallest Conductor in the Railway. He's six feet six inches tall. Any contenders? (Lower left) The two cute youngsters in the bubble bath are Bill and Barbara Henke, children of Operator Bob Henke of Utah Division. Dispatcher Jim Lewis sent in the picture. (Lower right) Alice Grant and Dolores Shea seemed to find some very interesting company when they landed in the "hoosegow" at Buena Park. The picture was submitted by John Whitney.

A BRIEF HISTORY OF SAN FRANCISCO TRANSIT
Part IV. United Railroads

At the time of the earthquake and fire in 1906, most of San Francisco's transit lines were operated by the United Railroads Company, which had been formed in 1902 by the consolidation of the Market Street Railway Company together with the Sutter Street and San Mateo Roads. The popular resentment against installation of overhead electric wires was dissipated by the great disaster, and there was general approval of the announcement that the United Railroads would electrify the great majority of its routes. Within the year all its lines except the Castro Street, Powell Street and the Sacramento-Clay cables became electric-powered as new equipment was bought from Eastern car makers.

Trackage operated by the consolidated company differed but little from that of the former independent companies. In the decade preceding the 1902 merger, a number of extensions of service had been accomplished. These included the extension of the line on Fulton Street to the Beach, on Mission Street to Daly City, and the establishment of a number of spur lines off Mission, including Cortland Avenue, Onondaga and Ocean Avenue, 22nd and 24th Streets to Hoffman, Bosworth Street, and a line on Sunnyside Avenue from San Jose Avenue. New crosstown service added during the 90's included the Fillmore and Divisadero lines.

The decade after the merger brought further extensions. In 1907 a line was built on 20th Avenue between Lincoln Way and Sloat Boulevard with a branch line on Taraval from 20th to 33rd and thence to Sloat. Service on the Onondaga-Ocean spur of the Mission Street line was also extended out Sloat to the Beach. Mission Street and Third Street were connected near the County line by the running of a single-track line on private right-of-way beginning at Geneva Avenue and Mission. Tracks were laid on Gough Street in 1910 from McAllister to Market Streets. In 1911 the No. 6 line was extended from Parnassus and Third Avenue to Ninth and Pacheco.

Following 1911 the company refrained completely from extending its services until 1918 when a permit was secured to operate a carline on Army Street from Potrero Avenue to Third Street.

The goal of ultimate municipal ownership was declared in the City Charter of 1900. The restrictive measures which followed the adoption of the Charter virtually barred further expansion by private interests.

(Next month: Municipal Ownership.)

(Above) Unification of the shop facilities of the
plished with the construction of Elkton Shops.
out the years. (Below) This view looking
truck cars were used on the short counter

All street car operations ceased on April 18, 1906, when the earthquake and subsqent fire laid waste to downtown San Francisco. Car barns and equipment were destroyed, rails were twisted out of shape, poles and wires were grounded. However it was not long before some kind of service was restored, as indicated in this picture taken May 9, 1906, at 7th and Mission. New postoffice is at left.

is lines which had been incorporated into the United Railroads was accom-
iginal shop building was completed in 1907 and has been expanded through-
lmo reet hill shows how the Marina District looked in 1905. Single-
e wh remained in operation until April of 1941.

In 1905 this picture was taken of a United Railroads car at Ellis and Taylor.

(Above) The laying of tracks on Gough Street in 1910 permitted the establishment of a crosstown line (No. 23) running from Divisadero and Sacramento to Mission Street via Sacramento, Fillmore, McAllister, Gough and Valencia.

(Below) The huge interurban cars acquired by the United Railroads after the 1906 disaster were used on the San Mateo line and were affectionately known as "Big Subs." Here one of the cars is stalled by a flood near the cemeteries. The picture was taken January 22, 1914.

OPERATOR R. J. CLEMENTS WINS COURTESY AWARD

"MUNI MAN" SAYS HE TREATS PASSENGERS AS HE LIKES TO BE TREATED

Operator R. J. Clements of Ocean Division won the "Muni Man of the Month" award for January.

Mr. Clements operates a motor coach on the No. 26 Daly City line and has been with the Railway for 27 years. He explains his popularity with his passengers by saying, "I treat them like I want to be treated." Typical is this occurrence which was described in a recent letter of commendation.

"It was a wet and stormy night, and the passengers were not very cooperative — particularly two people who had boarded his Express bus by mistake and were very nasty and rude to him. He never lost his temper and he surely had enough abuse heaped on him. He very patiently explained about the Express service and handed out transfers so they could ride over to Mission Street.

"I asked him how he could be so nice in the face of such surly treatment and he said, 'It's a bad night and people get mixed up — no one wants to walk in the rain.' "

Present at the award ceremony were Iver C. Larson of the National Safety Council; E. B. Sorensen of Fielder Sorensen & Davis, who gave the $50 prize; J. H. Turner, Manager of Utilities; Paul J. Fanning, Director of the Bureau of Personnel and Safety, and Ralph Strawn, Division Superintendent.

Later in the day Mr. Clements was a guest on the KFRC radio program, "Open House." He seemed to be as much at ease before the microphone as he is behind a steering wheel. During the course of the interview, he took advantage of every opportunity to put in a "plug" for the Railway, and he no doubt made hundreds of friends among those listening. He also had a chance to give the radio audience some pointers on bus behavior when he was asked how a "Passenger of the Month" might be selected if the operators were to do the voting. Mr. Clements was quick to mention that having fares ready when boarding, leaving by the rear door, etc., were traits that endeared the passengers to the drivers.

A total of 680 commendations were received during January. The list of those commended follows:

Geary

James F. Barrett, Martin L. Deane, John H. Fitzgerald, Frank A. Foppiano, James Kelly, Max Shatsky, George W. Shorter and Dorothy A. Wilson.

Geneva

Ashby Anderson, Dimitri C. Biboli, Leonard Cristiani, Mabel R. Day, Loyd S. Dilley, Emil J. Ellien, Louise E. Hanes, Robert Jemison, William Madziarski, Joseph L. Morris, Ethel V. Rutland, Floyd F. Schneider and Cosmos P. Zizak.

Kirkland

T. A. Arditi, Frank Aschbauer, Frank A. Barone, Henry X. Benjamin, Emilo D. Boschetti, Booker T. Brooks, Andrew Lee Brown, Freddie I. Brown, Lawrence L. Bryant, Burton D. Byron, C. Chastain, Carl R. Cirimeli, Charlotte J. Cruz, Leroy Daigle, Mack Davis Jr., Macon Henry Evans.

James J. Fitzpatrick, Si J. Gallegos, Ronald Edward Cannon, Oliver L. Gildea, Leroy Hancock, Clyde E. Hardin, Harry E. Harvey, Gene Henderson, William C. Henry, Charles Robert Hodge, George A. Hurlbut, James E. Johnson, Henry Judson, Merle M. King.

Maurice Laguardia, Joseph J. Larocca, Fred Latimer, Ervin Matthews Jr., Kenneth E. Maxwell, McCoy Maybon, Walter J. Mayfield, William Paul Miller, Henry A. Molina, Clifford R. Morris, Paul H. Nathan, Julius P. Paslin, Erlin C. Pederson, Leon Perry.

Anthony Robinson, Welthy Ruffin, Tony J. Scarabino, Edward L. Strong, Alvin Whitaker, R. Whittingham, Emmett Whittle, King Yew Wong and Frank Woolard.

Ocean

Louis J. Angeli, C. Asimakoupoulas, Jesse L. Banks, Frank E. Bauer, Victor L. Berta, Edith T. Blue, Zeb Vann Boyd, Schuman Braender, Jean Brice, Ellis Thursten Brown, William F. Busch, Leon S. Christian, R. J. Clements, P. W. Clingingsmith, Mitchel Coffey, Henry L. Cologne, Ross D. Craig, Charles C. Dean, Antonio DiCarlo, Peter G. Economu, Volney Emmons, Kenneth A. Finnis, Carwell Fowler, J. F. Gallagher, Harry J. Garabedian, Rose F. Gifford, Thomas Gowanlock, Robert H. Greer.

Luther B. Harris, Edward G. Higgins, Everett B. Jackson, Arthur Jacobsen, Loyd L. Johnson, Everett W. Karlseng, Ruth E. Kohlweck, Douglas F. Locke, Charles W'm. Long, William V. Love, Everett D. Maloney, Raymond Mendoza, Jose Marquez Jr., George I. Mattson, William F. Mayer.

Morris M Newman, Francis O'Brien, William Ochoa, John O'Connor, Andrew N. Payne, Manuel T. Saunders, Reginald Simpkins, August John Slaby, Dennis A Sullivan, John

Operator R. J. Clements received his $50 check from E. B. Sorensen of Fielder Sorensen & Davis. The January winner was the 17th employee to get the cash prize awarded each "Muni Man of the Month."

There were handshakes all around after Operator Clements had received his check. Left to right are Paul J. Fanning, Director of Personnel and Safety; Utilities Manager J. H. Turner; Mr. Clements; Division Superintendent Ralph Strawn; and Iver C. Larson of the National Safety Council.

E. Thompson, James Verducci, Paul S. Whitten, Reece C. Wimmer and Paul L. Young.

Potrero

James C. Albee, James F. Banks, Alfred E. Barth Jr., Alma Mae Casaday, Thomas W. Chadderton, James G. Conway, Erving E. Crane, Joseph N. Crossley, Manuel D. Diaz, Robert Eugene Ditsch, Fred I. Dolin.

Samuel A. Draper, Lee S. Falls, Michele Giomi, Ronald A. Greene, E. R. Huebschman, James C. Hursh, George D. Jacobs, Ernest Johnsen, L. S. Jones, Oram S. King, James G. Lash, Margaret W. F. Lewis, Wilfred Lopez, Lino J. Mammini, Raymond S. Moses, Carl L. Mullins.

Samuel B. Noel, Henry J. Olate, Frank C. People, Denie M. Plante, Harry A. Postell, Scott G. Robinson, Ellis B. Seals, David E. Smith, William J. Smith, John D. Tracy, Johnnie Walker, Elvin F. Walker, Gentyre Wallace and Ernest J. Winter.

Presidio

Radford R. Bailey, M. E. Baker, Samuel Barone, Carl C. Barton, Vernon H. Black, James E. Burgess, Ray G. Carroll, W. J. Costello, Thomas Cullen, Frank Deggs, Lilburn B. Delaney, R. L. DuFresne, Algy C. Epps, Claude Elliott, James L. Elliott, Harlan D. Evans.

W. J. Gillette, L. Gravenburg, Alsie Hicks, Ezra C. Holford, Clarence Wm. Hutchinson, Martin T. Janssen, David Jones, Louis K. Levy, Norman Long, John McGuire, Walter Schilber, James L. Simpson, Stanley Jay Sorensen, Walter C. Stone, Arthur Taylor, James E. Truitt, Arthur Vittori and Raymond C. Wade.

Utah

John L. Bechtold, Robert L. Dockery, Phillip J. Hein, Fred Peter Lose, Albert T. Lutge, Vernie McDonald, Eugene W. McIsaacs, C. E. McPherson, James C. Milne, Orean H. Parker, Edward J. Payton and William J. Wolters.

Washington - Mason

Mary Alice Ball, Bernard K. Dingman, John N. Givich, Frank W. Hughson, James Medaxian, George E. Redus.

ENGINEERING DEPARTMENT

It may not be Spring, but romance has hit the Engineering Department in the person of *Harry Peshon,* for whom the wedding bells will ring in April. Our sincerest congratulations to our new Asst. Civil Engineer, who incidentally was the No. 1 boy on the recent examination. . . . *Otto Heyer* put his paint brushes aside one night last week long enough to take his bride to dinner on their first wedding anniversary. . . . Our congratulations to *Johnnie Carlson,* who has been elected president of the San Francisco Technical Committee on Corrosion. This group is made up of representatives of various companies throughout the Bay Area. . . . *Phil McCall* has been admitted into the "home-owners or taxpayers" club upon his recent purchase of a new home. . . . Eyes popped when we saw *Shorty von Husen* come in with a shiny "looks-like-new" wedding ring the other day, but he quickly cleared up the mystery. Seems he's put on a few pounds since his wedding day and hence had to have the ring enlarged. . . . Our boss, *Jack Painter,* has finally convinced us that it IS a mustache. . . . Have you seen the snazzy new car *Alex Malley* is sporting around these days. He thought it was time for a new one, and it probably is after 13 years. . . . Everyone wanted to move into the new "inner sanctum" but *Ted Chung* and *Bill Conway* were the lucky ones. . . . *Mae Chan* must believe in that old adage "If at first you don't succeed, try and try again" because she's been anxiously waiting to get in some more skiing. Hope it's not her neck this time.

CALIFORNIA CABLE

Our new reporter at Cal Cable is *Anthony Campagna,* and his first column will appear next month. Tony has been with the California Street system since 1920 and has had only one oversleep during that time, so he sounds pretty dependable.

He hopes that everyone will keep him informed as to what's happening around the car barn so he'll have plenty of news for his column.

SYMPATHY

(We are sorry to report the death of the following fellow employees. Sincere condolences go to the families.)

Alfred James Adams, Geary Conductor, died January 25th while on his vacation. He was 56 years old and was originally employed by the Market Street Railway on July 31, 1916.

Lloyd S. Dilley, Geneva Conductor, died suddenly on January 7th. He had worked the previous day. A World War I veteran, he joined the Municipal Railway October 26, 1942 and was 56 years of age.

Roy Allen Wormell, Geary Motorman, died February 8th at the age of 68. He was employed by the Market Street Railway July 9, 1928 and had been off sick since last August.

What Happened to That Pint of Blood You Were GOING to Give?

If you can for a moment doubt the urgency, the solemnity and the vital importance of your participating in the Armed Forces Blood Procurement Program, read this statement of a young Navy doctor who spent seven months with the First Marine Division in Korea, Lt. Commander Charles K. Holloway of Oak Knoll Hospital:

"I've helped give thousands of transfusions on the field, but I never failed to get a spine-tingling chill when I saw the color come back into those boys' faces. Every time I saw one of them brought back with blood, it was a miracle all over again.

"There was one fellow with a terrible chest wound—a hole shot right through one side and out the other. Blood had filled his chest and he couldn't breathe more than five or six gasps a minute. He was blue and completely unconscious. We put a tube in his chest and sucked out the hemorrhage.

"We put whole blood in each arm and in each leg and in his neck. We poured eight pints in that fellow—every place we could stick a needle—just as fast as we could. Fifteen minutes later he lifted his head and said, 'Hey, Doc, how about a glass of water?'

"It's almost impossible to believe the vast scale on which these lives were saved—but it happened, over and over again.

HERE'S WHAT TO DO IF YOU WANT TO DONATE

It's easy, quick and painless. Call the Irwin Memorial Blood Bank, JOrdan 7-6400 and make your appointment.

INSTRUCTIONS: Donors between 18 and 21 years of age must present written permission of parents or legal guardian. Three months must elapse between donations. If you are past 60 or weigh less than 110 pounds; if you have had jaundice, are pregnant or are less than nine months past childbirth, you are not eligible to give blood. You should not eat for four hours prior to giving blood. Fruit juice, black coffee or tea may be taken.

"Ours was the first station to which the wounded were taken in that area. We were usually from 10 miles to 150 yards behind the front lines. We used about 100 pints a day. Sometimes we used as much as 130 pints. That was in our one small Medical Company alone.

"Of the 2,000 casualties that came in while I was there, 98.8 per cent of them pulled through. Plasma administered in the field did a lot to sustain them until they got to us; evacuation by helicopter for those too gravely injured to survive riding across the rough terrain was a big factor, too; and the antibiotic drugs helped save many of our men. But it is the availability of whole blood on which most of these lives hang. Believe me, we got scared if our supply got down to 50 or 60 pints at the end of the day. We sent an emergency call to Tokyo—fast.

"There's one inescapable fact: For the treatment of a man who has lost blood, there's absolutely no substitute for a blood transfusion."

"They had a shortage of blood the day I was brought in. They sure weren't happy to see me," recalls Master Sergeant Paul Daley as he writes home from Letterman Army Hospital to Brooklyn, New York. He received blood first at a battalion aid station immediately after he was wounded and again during later treatment in hospitals at Tokyo and San Francisco. It is to save the lives of such men as this that the Red Cross is making its urgent appeal for blood.

ANNUAL BANQUET HONORS RETIRED SHOP EMPLOYEES

Thirty-five retired shopmen were guests of the Municipal Railway Shopmen's Retirement Gift Fund Association at their annual banquet held January 26th. The retired employees present were Howard Bates, James J. Beatty, Randall G. Bell, William C. Bendel, Walter T. Bivins, Fred Brostrom, Robert Clarke, George Coulman, Nick Crosby, Matthew Daley, William H. Davidson, William J. Dunn, Isaac Eidenoff, Barney Farley, Thomas Farley, Joe Farr, Ernest Farrenkopf, John L. Gaylord, Steve Heenan, William J. Hickey, Herman Kesler, William F. Lange, John Larcombe, Frank Maggi, Ralph H. McNutt, Jacob Multer, Robert M. Plunkett, Earle J. Porter, John Rand, Edward Settan, Randall C. Snider, Demeter Stasa, Albert Tassi and Hugh Thomas.

Festivities were expertly handled by Master of Ceremonies Bill Rushing. He had the pleasure of greeting at the microphone his predecessor in the M.C. position, Bob Clarke, who journeyed some 150 miles ("part of the way on snow shoes") from his Sierra abode especially to be present at this reunion gathering.

Speakers of the evening included Charles D. Miller, William C. Bendel and Victor C. Peterson, while other department heads and committeemen also took the floor in presenting retirement gifts on behalf of the Employees' Association to the 12 employees who were retired during the past year.

It was once again a near capacity gathering which took this opportunity to meet with their old friends and former associates and to pay tribute to other fellow workers who joined the retirement ranks during the preceding 12 months' period.

OUR SISTER UTILITIES

Congratulations to *Helen and Art Brandow*, who are parents of a new baby boy named Clay Arthur. . . . Welcome to *Ruth Logasa*, a recent transfer from the Railway. Ruth works out of the 5th floor library. . . . In another switch *Edna May Kelly* has been assigned from Hetch Hetchy to the Railway . . . Reports through the grapevine indicate that *Frances Miller* is doing okay with the Board of Education.

Jesse L. Banks, Ocean Division, No. 71 and 72 lines, employed Dec. 12, 1945.

Buron D. Byron, Kirkland Division, No. 39 line, employed July 22, 1929.

W. J. Gillette, Presidio Division No. 5 line, employed June 5, 1945.

Louise E. Hanes, Geneva Division, "L" line, employed September 14, 1942.

"MUNI MAN" FINALISTS

The employees pictured on this page were all runners-up for the January "Muni Man of the Month" award with the exception of Willdy P. Gazaway, who was a runner-up in December but whose picture did not reach us in time for the last issue.

Others who were finalists in the January contest were: Emil J. Ellien, Geneva Division; Lois Samuel Jones, Potrero Division; Carl L. Mullins, Potrero Division; and Edward L. Strong, Kirkland Division.

George A. Hurlbut, Kirkland Division, No. 31 line, employed July 11, 1947.

James Medaxian, Washington-Mason Div., No. 59 line, employed July 23, 1947.

Manuel T. Saunders, Ocean Division, Block Run, employed April 22, 1946.

Willdy P. Gazaway, Kirkland Division, No. 2 line, employed September 5, 1947.

TROLLEY TOPICS

Vol. 7 MARCH 1952 No. 3

CITY & COUNTY OF SAN FRANCISCO
Elmer E. Robinson, Mayor

Published under direction of the
PUBLIC UTILITIES COMMISSION

Oliver M. Rousseau, President
Sam McKee Victor S. Swanson
Edward B. Baron Donald A. Cameron

Adeline Svendsen, Editor
Charles L. Reed, Artist
Marshall Moxom, Photographer

REPORTERS

Jim Lewis John Whitney
John Hurst Ken Howard
Anthony Campagna Marie Jackicich
Emery Dutcher Bud Soward
Joe Kennealy Harriett Oland
Jim Leslie Skip Sawyer
Harry Franklin Elven Whelpley

Address communications to 1345 Turk St.
San Francisco 15, Attention Editor

OFFICE NEWS

Spring is here now, and little Dan Cupid's bow is twanging once again (with a little assistance from *Merlin Henry*). The latest victim is *Margaret Louise Curtin*, who is engaged to Edward Klung. The groom-to-be is an operating engineer at the Legion of Honor and is a member of the Municipal Post of the American Legion. Lolly announced her engagement on the No. 43 bus, much to the amusement of Driver *Jim McCarthy* and the other passengers. Lolly is one of a number of regular riders on this bus, the others being *Lillian Clark, Virginia Smith, Eulalie McVicar, Margaret Henry, Elsie Adams, Marie Erlwin, Alice Scarry, Mary Durkin, Jane Horton, Elemor Kenny, Ann Burke* and *Eleanor Constant* . . . Inspector *Jim Byrnes* is a grandfather, his son's wife having given birth to a bouncing boy on February 1st. The little fellow weighed in at almost 10 pounds and was named Jeffrey Steven. . . *Dorothy Johnson* flew to Chicago, Washington, D.C., and New York, where she stayed at the Waldorf-Astoria. She says that the high spot of her visit was the Empire State Building. . . . *Earl Ryan* has returned from the sick list, but *Mollie Luman, Mike DePineda* and *Jerry Sheehy* are still ailing. . . The news from the money room is that *Michael Sweeney*'s whole personality seems to change on Fridays. The gang finally figured out what it was — the new bow-tie he wears on that day. . . . The Muni Bowling League is getting tighter every minute. The Machinists are only two games out of first place, Payroll is four games behind the leaders, but Accounting is ten games behind and appears hopelessly out of the race. . . . LATE FLASH. *Midge O'Reilly*, the little charmer of the Leave Department, is wearing a sparkler and has announced her wedding date. The lucky guy is Frank Murphy and the date is August 23rd.

KIRKLAND DIVISION

Bob Williams, our Day Receiver, was recently transferred to the new Information Bureau at Geary. Bob made many friends at Kirkland, and we hope he will be happy in his new assignment. . . *Al Logan* has returned from his early vacation in New York. Both he and his wife had a wonderful time visiting, but he says he is glad he lives in San Francisco. . . During January one of our new operators, *Ronald Gannon*, became the father of a tiny baby girl, just a trifle over four pounds. Now she weighs six pounds and is still going strong. After hearing about the heavy snow fall in the Lake Tahoe region, we are all wondering if Operator *Silvio Chiotto*'s summer home is still standing.

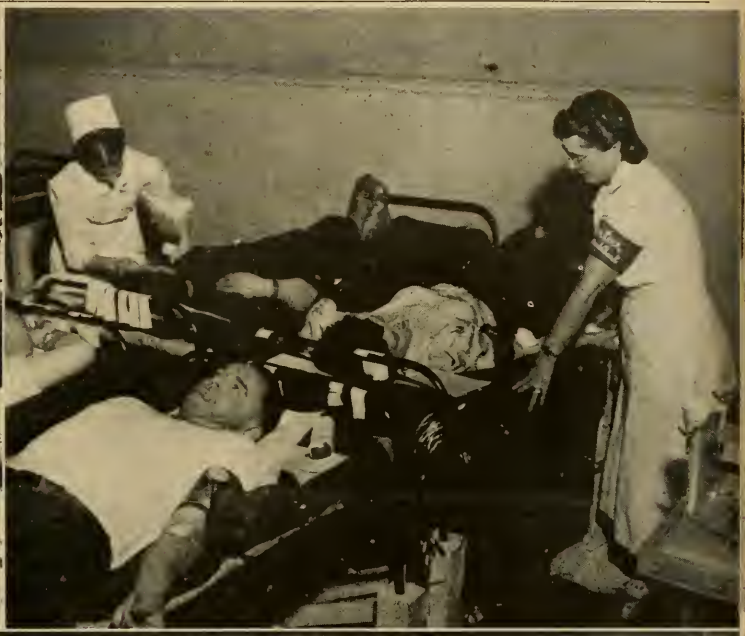
Operator *Barclay S. Massey* had to fly to Arkansas because of his father's sudden passing. It was an irreparable loss as they were great pals, and we all extend our heartfelt sympathy. . . . To buy or not to buy a television set is a constant source of discussion these days, but Operator *D. N. Lothringer* made up his mind and is now the proud owner of a combination Tele-Tone set. . . . The score of the last game played by the "Muni 5" against American Can Company was Muni, 24, American Can, 18. Players were *L. L. Bryant, J. T. Matson, R. F. Howard, J. Holman* and *J. Darr from* Kirkland, *J. Brown, William Cochrane* and *E. Graves* from Ocean; and *William Atkinson* from Potrero. High Scorers *J. T. Matson* of Kirkland and *J. Brown* of Ocean. These boys are doing a swell job, so let's all go out and root for them. *(Editor's note. With this column we welcome Harriett Oland to the Trolley Topics staff. Harriett replaces Bob Williams, who did such an excellent reporting job while he was at Kirkland.)*

TROLLEY TOPICS

MUNICIPAL S.F. RAILWAY

CHAS. J. REED

lume 7 APRIL, 1952 No. 4



New No. 12 Trolley Coach Line Scheduled To Start May 4th

The new trackless trolley line on Misson Street extending out Ocean Avenue to the Phelan Loop is scheduled to go into service on May 4th.

At the same time, the "K" line service will be changed so that most of the cars will terminate at the loop although through street car service will also be provided throughout the day to the present terminal at Mission and Onondaga.

Also effective on May 4th, through street car service will be restored at night on the "K" and "L" lines. The No. 48 motor coach line, which has provided night service on the outer portions of these lines, will be abandoned.

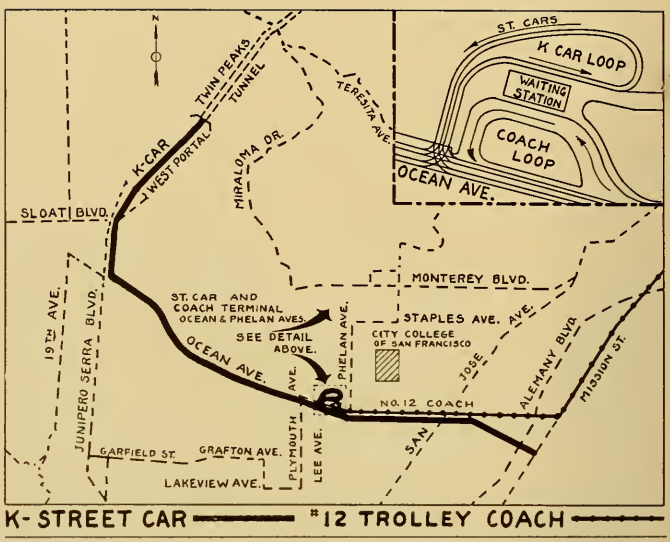
The construction of the loop at Phelan will permit use of the new single-end PCC cars on the "K" line. Single-end cars were introduced on the "L" line March 17th.

Many construction jobs have been in progress in the months preceding these changes. New tracks were laid on Ocean Avenue between Junipero Serra and Phelan Avenues and the street was completely resurfaced at a cost of about $450,000. The street car and trolley coach loops at Ocean and Phelan are nearing completion. A waiting station is being built to serve the passengers at this point.

The trolley coach overhead on Ocean Avenue between Misison and Phelan is being installed, and the total cost of wire, poles and installation will be approximately $42,000.

The tracks in the tunnel have been raised at both Forest Hills and Eureka Stations in order to provide easier and safer access to the landing platforms.

In addition it has been necessary to install some special track work to accommodate the single-end cars. Double track wyes have been installed at the Phelan Loop and at West Portal; a single track wye has been constructed at Taraval and 35th Avenue.



Buy a bond — to check inflation,

Buy it as an obligation;

Buy it as a noble mission,

Or a business proposition.

What's the difference why or how,

Buy a Bond — and DO IT NOW!

GARAGE EXHAUST

Railway employees have been very active in the Municipal Employees' Bowling League (largest league in San Francisco). The Machinist team is currently holding fourth place out of 22 teams, while the Foreman are in seventh place. The Foremen bowled 2939 pins in three games for the highest series to date. All employees are invited to Park Bowl at Haight and Stanyan every Monday night to root for your favorites. . . . *Ed Amiot* and *Mario Ghisolfo*, recently hospitalized for identical industrial injuries and surgery, are improving rapidly and will return to duty soon. . . A recent search for employee grandfathers disclosed the following (numerals indicating grandchildren) *Al DeLucchi*, 2; *E. Giusti*, 2, *C. Krieu*, 5 (including twins); *L. Lofstedt*, 3, *F. Marshall*, 1; *F. Rathburn*, 1; *R. Robinson*, 1; *E. Saunders*, 1; *H. Thomson*, 2, *A. Valson*, 1; *Tony Villatoro*, 1; and *J. White*, 4. . . . *Mark Hannan* and family were recent visitors to Yosemite and Pinecrest. *William Lucas* and family are among the annual visitors to the snow. *Clara Pereira* visited Pinecrest and did her share of skiing. . . . Members of the 24th and Utah Horseshoe League have named *Milt DeLucchi* a Five Star Player. He was recently awarded a suitable shield for his excellent playing ability. *Edward Setzer*, retired member of the Shop Retirement Fund, passed away during the first part of March. . . Our deepest sympathy goes to Mr. and Mrs. *Joe Castro* in their recent bereavement. . . . *Jerry Durant* reports there has been no activity in the Civil Service Employees' Golf Tournament during the past three months. Jerry shot an 85 at that time and would like another round.

CALIFORNIA CABLE

We are glad to report that brother *Bill King* is back to work after being off due to a slight accident. . . . Conductor *Clarence H. Sheets* is the champion domino player of Cal Cable Division, but Grimpan *A. Pohlpeter* says it won't be for long. He's pretty good himself. . . . Gripman *Mardis T. Hall*, who is somewhat of a bell-ringer, is talking freely of raising chinchillas as a hobby. More power to him! . . . Gripman *Joe Bankson*, who has been on the line for 19 years, is thinking of going on the buses come the next General Sign-Up. . . . Congratulations to Conductors *Salvatore DeLuca* and *Ray J. Schumacher*, also to Gripman *Ernest Thompson*, for having been awarded Courtesy Citations. Keep up the good work, boys! . . . Conductor *Barney Ownes*, who is the oldest man on the job, says he's going to stay on the Jones Street shuttle for the rest of his cable car days. "That's my home," says Barney.

ON OUR COVER

Railway employees rolled up their sleeves at Civic Auditorium last month to give their blood for the wounded in Korea. In the picture at the upper right, George Mangan of the Garage is lying on the cot in the foreground while Bess Frasher and Joan Elledge of the Geary offices occupy the cots in the rear. At the bottom, a part of the large Railway delegation is shown standing in line waiting to be interviewed. Left to right are Lin Lofstedt, Al Holmes, Jack Brundrett, Fred Boehme, Ernie Anzelin, Bernie Smith, George Kelcec (all of the Garage) and Lance Howe of Presidio Division.

BLOOD DONATED BY RAILWAY EMPLOYEES FOR KOREAN WOUNDED

In response to the urgent appeal for blood for the Armed Forces, around 200 Railway employees appeared at Civic Auditorium last month and made their contribution of the lifesaving fluid. The donations were part of a program sponsored by the American Red Cross and the Irwin Memorial Blood Bank to enlist all city employees in the blood procurement program.

A mobile unit was set up in the Auditorium for four days, and over 1000 city workers responded. An Honor Roll of all those who participated in the program will be furnished by the Red Cross, and the Railway employees will be listed in our next issue of TROLLEY TOPICS.

More Railway donors are shown in the pictures at the right. (Above) Paul J. Fanning, Safety Director, gets his blood pressure taken while W. R. Mason, Asst. Transportation Superintendent; Inspector Bill Kendall, Kirkland Operator Clifford P. Morris, Kirkland Operator George E. Guido, and Inspector George H. Kennedy await their turn. (Center) Claims Investigator Ken White has his pulse taken by the Red Cross nurse; seated alongside him are Kirkland Operator Charles W. Tighe and Claims Investigators William D. Hastings and John Barry. (Below) Two men from the Track Department were among the first of the volunteers to appear at Civic Auditorium, and were seated having their coffee and cookies before the other Railway people had even registered. The early birds (seated) were Elford J. Cooney and Joseph Dwyer. Inspector C. J. Dussourt is getting a little "advance dope" on what to expect. More pictures of Railway donors will appear in our next issue of TROLLEY TOPICS.

Three of Geary's loveliest girls became engaged recently, and in the picture above they are comparing their new sparklers. Standing are Midge O'Reilly of the Leave Department and Margaret Curtin of the Timekeeping Department. Seated at her desk is Rita Navarret of the General Manager's office.

GEARY-PRESIDIO DIVISION

Operator *Lawrence J. Kosar* got married in February. The boys all wish him and his wife lots of happiness. . . . Operator *Harry W. Hartig Jr.* is the proud father of a baby girl; mother and baby are doing just fine. . . . All the boys in the Geary Dispatchers' and Receivers' office got a Valentine Card, but still don't know who was the sender. Thanks, anyway! . . . *Jackie Morgan* and *Betty Hodgson* dropped into the Dispatchers' office at noon on February 29th. This being a very special day for ladies, the conversation centered on Leap Year. Dispatcher *Emery Dutcher* hinted to Jackie that this was her last chance — so we are wondering how she came out! . . . One of our new operators, *William E. Datto*, took a few days off to get married. We all wish you lots of happiness. . . . A little delayed, but we are still happy to announce that Conductor *J. C. O'Sullivan* and wife are the proud parents of a new baby . . . The boys at Geary-Presidio were deeply saddened over the loss of their beloved Day Dispatcher, *Robert Moyle*. Our sympathy goes to Mrs. Moyle and the close relatives. Conductor *M. O. Fitzgerald*, a great fellow for traveling, was wondering where his trip is planned for this year during his vacation.

DISABILITY TRANSFERS

Angelo Johns, Ocean Conductor, to Elevator Operator with the Railway.

Michael O'Sullivan, Inspector, to General Clerk with the Railway (Potrero Division).

WRONG NUMBER:

(The following is an actual reply by a witness to a questionnaire in connection with a Municipal Railway accident.)

The accident I didn't see.
The name is mine but it wasn't me.
You say it happened at Ellis and Scott
It could of been, I saw it not
The hour was 6:35 p.m. or so
At home I was, that I know
Excuse me for not being present
I know you people are really pleasant
At the next accident I'll try and be
And leave you know all I see.

By JAMES P. REILLY

Happy St. Patrick's Day to you all.

LINE DEPARTMENT

We saw pensioner *Jack Dunn* the other day looking fit as a fiddle. Says he feels ten years younger now that he doesn't have to worry about *Al Church* and *Jack Murphy* any more. He also remarked how well the lawns in Golden Gate Park are looking now that *Jason Gordon* has come to the Line Department. . . . One of the most savage battles of modern times rocked the war-torn halls of the Line Department recently. The flaming issue between *Joe Baggetta* and *Harold Hurtt* was the job of driving truck for foreman *Charles Evans*. Somewhat touched by this fierce display of loyalty, Evans reasoned that possibly the fact that his crew rides on one of the brand new line trucks while the other has an ancient rig of early Muni days might have had some bearing on the issue. Oh, yes, Joe now proudly sits alongside Charley Evans in spanking new 107 while Harold stares stonily from the battered front seat of Line Truck 28.

KIRKLAND DIVISION

We have had a few changes at Kirkland. First of all, *Wilma Tighe* was transferred to the Central Lost & Found Department, and *Herb Franklin* was sent here as a replacement. Then *Jimmy Neubert*, our janitor of long standing, was sent across the yard to Kirkland Shops and *Billy Freshman* took his place. Billy is a former motorman and worked out of Geary. Inspector *Angelo Landi* was brought in off the street and is now working as middle-swing dispatcher. We were all amazed at how quickly Angelo learned his new duties, and he is sure doing a swell job. . . . *Millie Sharp* reports that her husband, *Bob Siemons*, is getting along nicely. His arm has commenced to mend, but it will be a long time before he is back. . . . On February 15th, Operator *William D. Lowe* boarded the "City of San Francisco" and went to Reno where he was married. . . . For months Operator *Freddie L. Wilcox* looked forward to a vacation in Garberville where he was going to fish. It turned out not to be much of a vacation. The first week he had to go to the hospital and then it rained and rained so by the time he got out his fishing poles it was almost time to return to work. . . . Our Relief Superintendent, *J. E. McDevitt*, had an operation and has been in the hospital. We hear he is better, and it will be good to see his smiling face again when he returns. . . . It would be interesting to know how many traffic tickets were given operators this past month for parking autos in the red zone just across from the Kirkland Office. The cops are unusually busy at this corner and doing a lucrative business. . . . Anyone going one or two years without a chargeable accident deserves a lot of credit, and we are happy and proud to commend those who were awarded One and Two-Year Safety Awards. Keep up the good work!

BUS FUSS

Who grabs a seat, at the very rear,
With a hoarse, triumphant shout?
The one from whom we'll shortly hear,
Hysterically, "OUT!"

RETIREMENTS

Name	*Classification*	*Employed*	*Retired*
Antonio Bachetti	Track Foreman	6-14-11	2-29-52
Frederick J. Denton	Geneva Conductor	10-22-17	3- 1-52
Dennis J. Healy	Sr. ERSM	5- 7-14	2-29-52
Rizzieri Ragghianti	Geneva Motorman	7- 5-21	3- 1-52

OFFICE NEWS

James Michael Kavanaugh, the first son of *Jim Kavanaugh,* created rather a stir upon his entrance into this world. The little fellow was born on Leap Year Day and when he was only three hours old had his picture taken for the front page of the Redwood City Tribune He weighed nine pounds, and joins three sisters, Patsy, Cathy and Barbara Jean. . . . *Gertrude Shapiro,* a typist, has transferred to the Claims Department from the Health Service System. . . . A few of the lassies and lads are on vacation already despite the chill yet in the air. *Carmel Halloran, Jim Kavanaugh, Ted Green* and *Tom Anthony* are the early birds. . . . *Mollie Luman, Anna Lee, Gerald Sheehy* and *Mike DePineda* are still convalescing. . . . *Jim Pagee* has accepted a teller's call in the Treasurer's Office, which makes him the fifth man from the Payroll Department to get this assignment. *Harold Benson, Kenneth Long, Dan Galvin* and *Ed Davenport* have preceded Jim. Oddly, they all worked for *Merlin Henry.* Incidentally, Jim got Kenny Long's position, inasmuch as Kenny accepted a Sr. Clerk's call in the Registrar's office. . . . Poundin' *Paul Frasher* won his first round match in the City Golf Tournament at Sharp's Park. *Jim Dickinson* won by default. *Wonderful Farrell* lost a tough go at the 18th. *Paul Fanning* is still wielding a mighty set of clubs in the same tourney. . . . *Alvina Gianeschi, Lolly Curtin, Merlin Henry, Bill Ochoa* and *Guy Galloway* led the Grand March at the Annual St. Pat's Day Ball held by Muni Post of the American Legion. . . . *Carrol D. McKim,* the Inspector who used to be stationed at 19th and Judah, now owns his own service station at Fell and Baker Streets. . . . *Duke C. Ormsby,* retired General Superintendent of Transportation, is now a licensed real estate salesman, having been one of the successful contenders in a recent examination held by the State of California Division of Real Estate. He is affiliated with the well known firm of Frank O. Renstrom, 2182 Market Street.

An inspection tour of Railway properties was made recently by members of the Grand Jury, who were conducted by Utilities Manager J. H. Turner, Railway Manager C. D. Miller and Public Service Director Tom Irwin. Left to right are Mr. Miller, Harold R. Freemon, Philip R. Faymonville, Victor H. Winkel, Mr. Turner, John H. Falge, Mr. Irwin, Bert George Burman, Joseph A. Torassa and Joseph R. Pagano.

UTAH DIVISION

The anxious moments of waiting, which only the expectant father can describe, were vividly demonstrated by Operator *Ken J. Smith.* Now that the ordeal is safely over and our worthy Operator is back to terra firma again, the personnel of the Utah Division wish to convey their congartulations, especially to the better half of the family, Mrs. *Estelle Smith,* on the recent arrival of a baby son. . . . In recognition of merit, Operator *James Milne* was awarded a "Northern California Distinguished Driving Award" for the month of January. Considering our Ace Operator competed against drivers of all other types of vehicles for this coveted award, we here at Utah most emphactically wish to express our feelings by saying, "Congratulations for a job well done" . . . Courtesy to the public must pay off in friendship, as was duly observed when Operator *Nick Revello* of the Eureka line was off a few days on sick leave. Some hundreds of inquiries came through to the division seeking information as to his absence. Personality and Popularity! What a combination to be blessed with! . . . Night Receiver *Benny Campbell* is brushing up on his German. Rumors are he intends to visit his native land in the near future. . . . Operators *Geno H. Barni, Young S. Paik* and *Charles F. Hanneman* were all recipents of nice rewards for returning lost articles to their respective owners. . . . In the recent presentation of Safe Driver Awards, Utah distributed 24 one-year pins and 23 two-year pins. An excellent average for the division's small number of employees.

THE LITTLE MAN WHO WASN'T ABOARD THE STREET CAR THAT WASN'T THERE!

Did you read about the man who came into Central Emergency Hospital recently with a badly swollen wrist which he claimed was due to an accident aboard one of our street cars? It was in Marsh Maslin's column in the Call-Bulletin — and the "gimmick" was that this incident occurred during the strike, when no buses or street cars were running!

The story is funny enough, but it also should carry a serious warning to every Railway employee. It shows how vulnerable our organization is to claims of any kind — no matter how little justified.

It also demonstrates how very important it is to get witnesses whenever something unusual *does* occur aboard one of our transit vehicles. If we are in the habit of securing witnesses, we will not be "caught short" when some phony claimant like the above appears and makes a misrepresentation.

NINE MEN REWARDED FOR RETURNING LOST ARTICLES

During the month of February, the Lost and Found Department forwarded cash rewards to the following men: Edward J. Haslam, Kirkland; J. C. Kinsey, Potrero; Jack J. Varcados, Geneva; Roy O. Anderson, Geary; Harry L. Gordon, Geary; William H. Mottesheard, Potrero; Richard F. Trombino, Potrero; Harry W. Bowens, Geneva, and Leon S. Christian, Geneva.

A BRIEF HISTORY OF SAN FRANCISCO TRANSIT
Part V. Municipal Ownership

The City Charter adopted in 1900 declared for ultimate municipal ownership of public utilities. However, it was not until 1909 that a $2,020,000 bond issue was voted, and the first city-owned car began regular service on Geary Street on December 28, 1912.

It was estimated that fully one-third of the city lay unpopulated in 1912 through the lack of the necessary public services — both railways and water. The excellent residential sites to the south and west of the city lay as waste areas.

The most urgently needed service was in the Marina and North Beach area, and in 1913 the city acquired the Union Street line. The following year the Stockton Street and Van Ness Avenue lines were built, and by the time the Panama-Pacific International Exposition was held in 1915, there were six lines providing service to this area. Service was also established on the "C" line in 1915 and on the "J" line in 1917.

With adequate service provided in the Richmond, Marina, North Beach, Potrero and Mission Districts, next step was to open up the vast stretches in the West of Twin Peaks and Sunset areas. The 11,920 feet Twin Peaks Tunnel was constructed and street car operation commenced in February 1918, running at first as far as Sloat Boulevard and later being extended to form the "K" and "L" lines. The "M" line service was inaugurated in 1925, and the "N" line in 1928.

Only two street car lines were established by the rival transit system* during the period from 1912 to 1933. In 1918 tracks were laid on Army Street, and in 1932 the Balboa Street line was put in operation. This was the last street car line to be built in San Francisco. From this time on further extensions would be made by motor coaches, which had been introduced in 1918, and trolley coaches, which were to be put in service in 1935.

(Next month: Rubber-tired Vehicles)

*In 1921, the Market Street Railway corporation was revived to take over the United Railroads, which had failed to pay off its bond obligation.

(Above) Geary Division look
the carhouse. (Below) Prepa
building much-needed trans
one of many which provide
across Van Ness Avenue.

(Below) New car lines we
these pictures of the "J" li

The Municipal Railway started operation on December 28, 1912, with 10 street cars on the newly electrified Geary Street line. The initial line ran from Kearny Street to 33rd Avenue (Line "B") and also to Golden Gate Park along 10th Avenue (Line "A"). In 1913, after an agreement had been reached with the United Railroads allowing joint use of the outer tracks on Market Street, service was established from the Ferries to the Beach via Market, Geary, 33rd Avenue, Balboa, 45th Avenue and Cabrillo.

this in 1913 before the offices were added above
or the 1915 Fair served to stimulate interest in
on facilities to the Marina. This "C" car was
gh service to the Fair by switching off Geary

(Above) The first car came through Twin Peaks tunnel on Sunday, February 3, 1918. (Below) This view of West Portal Avenue with the tunnel visible in the background is evidence of how vital a part the Railway played in the development of the outlying areas of the city.

ved with great enthusiasm, as evidenced by
ng at Mission Park in 1917 and the "K" line

at St. Francis Circle in 1918. That's Tom Cox walking toward the camera in the picture at the left.

FEBRUARY COURTESY AWARD GOES TO SAMUEL BARONE

PRESIDIO DIVISION OPERATOR IS 18TH WINNER OF $50 "MUNI MAN" PRIZE

Samuel Barone, Presidio Division, was chosen as "Muni Man of the Month" for February. He was the 18th Railway employee to win the $50 prize.

Mr. Barone operates a trolley coach on the No. 5 McAllister line. He thinks his passengers are a "wonderful bunch of people," and they return the compliment with such expressions as "It's a pleasure to be on his bus — the day is always a little brighter after riding with him." His careful driving, consideration and patience have all been mentioned by his passengers.

The 33-year-old operator has been with the Railway for 13 years. He is married and has two daughters, Claire, 8, and Judy Ann, 10 months. He was in the Navy for four years, and spent about half of that time in the Philippines.

Present at the award ceremony were Kirk Collins, Consultant for the National Safety Council; E. B. Sorensen of Fielder Sorensen & Davis, donors of the award; C. D. Miller, Railway Manager; George W. Evington, Superintendent of Transportation, and A. J. Schirmer, Division Superintendent.

A total of 404 commendations were received during February. The list of those commended follows:

California

Clarence E. Davis, S. J. Deluca, R. J. Schumacher and Ernest A. Thompson.

Geary

George E. Dobie, Edward P. Gorevan, Jesse D. Griffith, John C. Miller, William Robinson, and Dorothy A. Wilson.

Geneva

Ashby Anderson, William E. Butler, Leonard Cristiani, Cornelius Desmond, John J. Domas, Daniel Donahue, Emil J. Ellien, George E. Hageman, Marion F. Higuera, Joseph E. Hood Sr., Tim Patrick Leahy, Frank A. Offen, Conrad Petrucela and Christopher Ward.

Kirkland

Joseph D. Allen, T. A. Arditi, William J. Arnold, Frank A. Barone, Eddie L. Berkeley, Booker T. Brooks, Tammany Brooks, John S. Bryant, William E. Burden, Buron D. Byron, Frederick A. Carey, Larue Carter, Charles E. Cason, Silvio Chiosso, John F. Decampos, James J. Fitzpatrick, Robert H. French.

Oliver L. Gildea, Frank R. Gullard, Clyde E. Hardin, Gene Henderson, William C. Henry, Richard D. Holder, Gratt D. Holloway, James Hom, A. B. Howard, George A. Hurlbut, Earl Kimes, Henry W. Kroencke, Samuel Lamb, Fred Latimer.

John J. McDonagh, Elmer Merrill, George W. Michael, William Paul Miller, Albert D. Oloan, Emil J. Pieroni, Vida P. Peoro, Fred T. Riegert, Tony J. Scarabino, James A. Tarver, Walker Thomas, Martin N. Tom and Charles Williams.

Ocean

Patrick P. Altieri, Frank E. Bauer, Henry D. Baugh, Victor L. Berta, Joseph A. Blake, Raymond Blanquie, Clarence Bonaparte, Jean Brice, Earl Castillo, Leon S. Christian, Henry L. Cologne, Cleo C. Cox, George W. Cushing, John O. Denman Jr.

Kenneth A. Finnis, John N. Gentile, T. Gowanlock, William H. Hage, Harold H. Harper, Loyd L. Johnson, Justin Jutus Jr., Everett W. Karlseng, Marvin Kimber, Frank F. Klein, Willie B. Liggons.

James C. Madison, James E. Markham, William F. Mayer, Angelo Michelini, William Michelini, Frank F. Mours, Edgar Newlon, Morris M. Newman, Adrian V. Ogle, Joseph Reichmuth, Joseph H. Roy.

Manuel T. Saunders, Frederick H. Shere, Reginald Simpkins, August John Slaby, Frank M. Soto, Hilliard C. Terry, Allie Thomas Jr., John Elmer Tomola, Delg Paul Tufo, Dorothy M. Turpin, James Verducci and John J. Windrow.

Potrero

James Appleberry, James F. Banks, Andrew G. Baronik, Delmar C. Bird, Theodore W. Brooks, Willie Cotton, Erving E. Crane, Joseph N. Crossley, Harold E. Curry, Fred I. Dolin, Lee S. Falls.

Michele Giomi, Joseph P. Hann, James M. Horton, James C. Hursh, Lois Samuel Jones, Earl Kelley, John C. Kinsey, H. F. Manning, John W. Mark, Leo Thomas Martin, Tony A. Medina, William T. Millar, Raymond S. Moses, Harold A. Nicolet.

Edward Prendeville, Amos Lee Reddick, Scott G. Robinson, Ellis B. Seals, Robert G. Smart, David E. Smith, Freddie W. Smith, Miles S. Smith, Elvin F. Walker, Johnnie Walker,

Railway Manager C. D. Miller made the presentation of the $50 cash award to Operator Samuel Barone, the February winner. Left to right are Kirk Collins, Consultant for the National Safety Council; Mr. Barone; E. B. Sorensen of Fielder Sorensen & Davis; and Mr. Miller. The transit advertising firm has contributed a total of $900 so far in the courtesy contest.

Jess L. Watkins, William O. Wieland and Thomas E. Williams.

Presidio

G. S. Alvarez, Roy O. Anderson, L. E. Bailey, Martin E. Baker, Branson K. Barnes, Samuel Barone, Mike Carpine, R. Cave, W. J. Costello, Thomas S. Cullen, Lilburn B. Delaney, Voris Derryberry, James P. Donnelly, James L. Elliott, Ernest Furness.

W. J. Gillette, G. T. Gunderson, Joel L. Hammond, Morris Hudson, Martin T. Janssen, David Jones, Edwin Jostmeyer, L. K. Levy, Norman Long, Joseph McCowan, John D. Mulkeen.

Bernard Pederson, Frank H. Puckett, Fred J. Robinson, Walter Schilber, James L. Simpson, Arthur Vittori, Ted Walker, Leonard M. Wilczek, and Paul R. Willbanks.

Utah

Herman D. Barnett, Calvin Brown, Henry M. Ertman, Charles F. Hanneman, Jerry L. King, Eugene W. McIsaacs, Edwin John Peche, Ernest Schennek, Raymond M. Tulich and Benjamin H. White.

Washington - Mason

Mary Alice Ball, John N. Givich, George W. Lessane, Tom Park Li, James Medaxian and George E. Redus.

OUR SISTER UTILITIES

The retirement luncheon for *Bill Bushnell*, Sr. Engineer, at the Bellview Hotel last month was a delightful affair. *R. B. Hanson*, who succeeds Bill on the job, was the toastmaster, and speakers were *Harry E. Lloyd*, Hetch Hetchy Chief, and *C. D. Miller*, Railway Manager, who has been associated with Bill since his Market Street Railway days. *Charlie Reed* presented one of his well-known art masterpieces to the retiring executive. The tables were decorated with gay travel folders, symbolic of the long tour which the Bushnells will be taking shortly. *Ethel Cullen* and Mr. Hanson were the committee who made the arrangements for the occasion. Everyone wishes Bill and his wife a lot of luck and happiness during the days to come. . . . *Ardean Dumbrell*, the beautiful librarian, is looking lovelier than ever since she became engaged. The lucky man is Don George, and the wedding is planned for June or July. . . . We are sorry to hear that *Bob Best* took a bad tumble on the 2nd floor recently — hope there were no serious injuries.

Other Railway officials who were on hand to congratulate the winner were (left) A. J. Schirmer, Division Superintendent, and George W. Evington, Superintendent of Transportation.

GENEVA-OCEAN DIVISION

Our competent receiver, *H. E. McCarthy*, is in St. Joseph's Hospital, and we do hope he has a rapid recovery. . . . Mrs. *R. Putney* is home from the hospital, and Bob is a very happy man. . . . Our sympathy to the family of our *Johnny Papale*, who passed away March 4th. . . . Congratulations to Operator *Charles Blakeley* on the arrival of a baby daughter. . . . Who is the collector at 18th and Mission Streets who is known as "Simon Legree" . . . We have a new addition to our office, and wish to extend a welcome to *Peter Duffy*. . . . To our many new operators, conductors and motormen, we hope you will enjoy your association with a swell bunch of gals and guys. . . . Try and find *Laurence Martin* on any Monday morning. . . . Our motormen are being given instruction on the new type PCC car at Geary Division as this type car is to be operated on the "K" and "L" lines. . . *Mike O'Brien* and *Ed Coleman*, also *Jack Bartlett* from Geary and *Harry Humphreys* have been doing a swell job as flagmen during the rerailing on Ocean Avenue. . . . Former Operators *John J. Regan* and *B. G. Weeks* are now in business for themselves; they have an oil station at 24th and Valencia. . . . STRANGE SIGHTS: *Jimmy Gleason* working day runs. *M. Domenichini*. *E. Coleman*. *Fred Simon*. *Ed Ekonian* and *O. Darby* not at the opening of Golden Gate Fields. . . . To *Jessie Banks*, *Ed Moren*. *Bill Cochrane*. *Curtis Green* and *Bill Crowley* for their willingness to help out on the early morning runs, thanks a lot, boys. . . . Here is to our girl operators, conductorettes and motorwomen who are doing a wonderful job in keeping our railway a credit to San Francisco. They are *Emma Shelley*, *Julia Cheek*, *Ethel Rutland*, *Ida Lovvorn*, *Dorothy Davis*, *Sylvia Johnson*, *Catherine Brandenberger*, *Jean Brice*, *Mabel Day*, *Ann Whitten*, *Bobbie Barr*, *Ruth Kohlweck*, *Louise Hanes*, *Dorothy Turpin*, *Rose Gifford*, *M. Figgins*, *Janet Garlock*, *Edith Blue*, and *Louise Terry*. . . . Glad to have *Tiny Granucci* back after a long illness. . . . To our oldtimers who are retiring, we wish many happy years of TAKING IT EASY. You sure have earned it.

HELP FIGHT CANCER

The annual fund raising campaign of the American Cancer Society will be conducted during the month of April. Money collected during the drive is used to finance a year-around program of cancer research, education and service.

Much progress already has been made in the fight against cancer, and scientists believe they are closer to solving the riddle of its prevention and cure. Your contribution to the American Cancer Society will help speed the day of victory over this dread disease. The local address is 467 O'Farrell Street, San Francisco 2.

W. J. Costello, Presidio Division, No. 21 line, employed July 5, 1938.

S. J. Deluca, California Division, No. 62 line, employed April 22, 1932.

Daniel Donahue, Geneva Division, "M" line, employed May 10, 1923.

John N. Gentile, Ocean Division, No. 14 line, employed August 17, 1915.

"MUNI MAN" FINALISTS

The employees pictured on these pages were runners-up for the February "Muni Man of the Month" award. Another finalist was John Elmer Tomola of Ocean Division, who did not appear to have his picture taken.

The total of 404 commendations for February was the lowest of any month since the start of the contest. The average has been around 650 letters, and it is due to the efforts of such men as are shown here that the Railway continues to get so many favorable comments from the public.

Michele Gianni, Potrero Division, No. 17 line, employed October 8, 1917.

Edward P. Gorevan, Geary Division, Collector, employed December 2, 1942.

Henry W. Kroencke, Kirkland Division, No. 45 line, employed May 3, 1926.

Willie B. Liggons, Ocean Division, No. 24 line, employed August 1, 1947.

SYMPATHY

(We are sorry to report the death of the following fellow employee. Sincere condolences go to the family.)

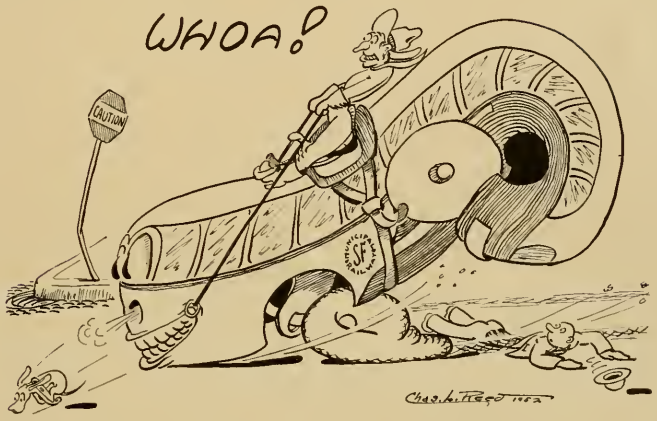
Robert R. Moyle, Day Dispatcher at Geary-Presidio Division, died February 24th at Ft. Miley Hospital. Born in 1900, he served with the U. S. Navy from April of 1918 to July, 1924. He joined the Market Street Railway in 1925 as a Conductor, and was promoted to dispatcher two years later. Despite his long and painful illness, he was one of the most cheerful and conscientious men in the Railway.

ACKNOWLEDGMENT

A number of favorable comments have been received about the pictures which are appearing in TROLLEY TOPICS' current series of historical articles. Many of these pictures were taken by Harry Mentz, the Market Street Railway photographer who retired shortly after consolidation. Charles Smallwood of the Geneva Shops also deserves a vote of thanks for the photographs which he has furnished from his collection. Still others who have provided pictures are Railway Manager C. D. Miller, Shop Foreman Johnny Williams and Geneva Motorman Lorin Silleman.

Incidentally, Mr. Mentz dropped in to see some of his old friends recently. He is still active and full of fascinating stories about the early days in San Francisco. He started taking pictures in 1893, and his photographs form a priceless record of this city's transit development.

ANALYSIS OF 200 ACCIDENTS SHOWS THAT ALMOST HALF OCCURRED AT INTERSECTIONS



The National Safety Council recently compiled some conclusions after studying 200 accidents. Their analysis indicates the need for additional emphasis along the following lines:

1. *91 of the 200 accidents occurred at intersections.* Approach intersections slowly and with caution. The fraction of a second gained by entering an intersection without reducing speed is small indeed compared to the possible losses and delays resulting from an accident.

2. *23 of the 91 intersection accidents occurred while passing another vehicle.* Never pass another vehicle at an intersection. This is not a new discovery for safe driving, but apparently one which needs additional and constant emphasis.

3. *13 of the 91 intersection accidents occurred while turning.* When turning at intersections, the proper lane should be entered for the turn and adequate signals given to alert other drivers. And then it must be remember that pedestrians and cars moving straight ahead have the right of way.

4. *22 of the* 200 *accidents occurred while passing other vehicles.* Extreme caution should be used when passing vehicles at places other than intersections, too. Disregarding caution by passing on a narrow street or in the face of approaching traffic is a poor risk to take in exchange for the small advantages which may be gained.

5. *21 of the 200 accidents occurred while backing.* Extreme caution must be used when backing, and this movement should not be undertaken when the driver cannot see what is behind him.

6. *8 of the 21 backing accidents involved stationary objects.* The large number of accidents of this type clearly indicates the responsibility in these cases.

7. *It must be remembered that driving a vehicle is a full time job.* All of the driver's attention should be given to it, all of the time.

George E. Redus, Washington-Mason, Extra Man, employed Nov. 22, 1948.

Thomas E. Williams, Potrero Division, No. 22 line, employed March 7, 1927.

Straight 15 Cent Fare Recommended to Commission

On the basis of a study made by Col. M. D. Mills, Utilities Manager J. H. Turner has recommended to the Public Utilities Commission that the adult fare on the Municipal Railway be increased to a straight 15 cents. A public hearing on the proposed increase will be held on April 2nd.

In his report, Col. Mills has outlined the three alternatives which must be considered. They are (1) to continue the present fare with an estimated deficit for the next fiscal year of $6,263,395; (2) to increase the fare to 15 cents cash or two tokens for 25 cents, which would leave an estimated deficit of $2,640,424; or (3) to increase the fare to 15 cents straight, which would result in an estimated surplus of $151,073.

Col. Mills prepared his estimates on the basis of data obtained from other transit companies relative to the effect of the numerous fare increases which have occurred throughout the country during the past three years. He allows for a five per cent loss in riders under a 12½ cent fare and a ten per cent loss in riders under a 15 cent fare, although he also points out that the passenger loss may possibly be larger.

School fares and Sunday passes would also go up in price under either of the proposed new fare structures. Under the 12½ cent fare, school tickets (ten rides) would cost 60 cents and Sunday passes would be 40 cents. Under the 15 cent fare, school tickets would be 75 cents, and Sunday passes would be 50 cents.

Col. Mills includes in his report a tabulation of adult fares now charged in a number of comparable cities. They are

	Cash	Token
Kansas City	20c	4 for 75c
Chicago	17c	
St. Louis	17c	
Pittsburgh	17c	3 for 50c
Cincinnati	17c	10 for $1.60
Boston	15c	
Baltimore	15c	
Los Angeles	15c	2 for 25c (Single Zone)
Buffalo	15c	8 for $1.00
Washington	15c	3 for 40c
Milwaukee	15c	
Seattle	15c	7 for $1.00

The budget shown in Col. Mills' report includes the sum of $987,920 as the cost of the additional hours of service required by the recent court order which gives Muni carmen a minimum eight hours work within 10. Another item which was not included in the Commission's original budget is for $1,207,484, which is the amount of the increase in wages to be effective July 1st as per the Charter formula. At the present time, it appears that the hourly wage of $1.636 will be raised to $1.785 on that date.

It is Col. Mills' contention that the fare should be sufficient to pay all the costs for the operation of the transit system, other than depreciation, and he therefore recommends the adoption of the larger increase.

Drawing moustaches on posters is still a favorite pastime in London. The organization handling London's transportation facilities has to employ 120 men to rub out moustaches on ear cards and other signs.

TROLLEY TOPICS

Vol. 7 APRIL 1952 No. 4

CITY & COUNTY OF SAN FRANCISCO
Elmer E. Robinson, Mayor

Published under direction of the
PUBLIC UTILITIES COMMISSION

Oliver M. Rousseau, President
Sam McKee Victor S. Swanson
Edward B. Baron Donald A. Cameron

Adeline Svendsen, Editor
Charles L. Reed, Artist
Marshall Moxom, Photographer

REPORTERS

Jim Lewis John Whitney
John Hurst Ken Howard
Anthony Campagna Marie Jackicich
Emery Dutcher Bud Soward
Joe Kennealy Harriett Oland
Jim Leslie Skip Sawyer
Harry Franklin Elven Whelpley

Address communications to 1345 Turk St.
San Francisco 15, Attention Editor

The Railway's new Information Bureau has been handling approximately 4000 calls a week. Seated in the foreground is Bob Williams while Clarence Williams and Warren Jester are at the desk in the rear. Jack Wehren, who heads the bureau, is pointing to the map at the left.

TROLLEY TOPICS
MUNICIPAL S.F. RAILWAY
CHAS. L. REED

olume 7 MAY, 1952 No. 5

Several Lines Due for Changes in May

Several changes will be made this month in lines serving the southwest area of San Francisco. These include the street car and trolley coach changes scheduled for May 4th, which were outlined in the Aprill issue of TROLLEY TOPICS. (The May 4th date may have to be set back as completion of the overhead for the No. 12 line was delayed due to complications arising from the telephone strike.)

Changes have also been planned for the No. 17 and 28 motor coach lines, which will provide better service into the Stonestown and Park-Merced area. The rerouting of the No. 28 line will become effective around the 15th of May, the exact date being dependent upon when the shopping center is opened for business. The new route of the No. 17 line will be adopted upon completion of road construction on Lake Merced Boulevard, probably around the first of July. In the meanwhile, the No. 17 line will continue along its present route.

Following are the changes planned (all dates are tentative):

1. May 4th. New No. 12 trolley coach line to be established, running from the Embarcadero via Mission and Ocean Avenues to the Phelan Loop.

2. May 4th. "K" line to terminate at the Phelan Loop, although some through street car service will also be provided to the present terminal at Mission and Onondaga on weekdays to 6:00 p.m.

3. May 4th. Through street car service to be restored at night on the "K" and "L" lines. No. 48 line to be discontinued.

4. May 15th. No. 28 line to be rerouted to extend into the Stonestown business center via Junipero Serra Boulevard, Eucalyptus, 20th Avenue and Winston Drive (see map on Page 3).

5. July 1st. No. 1 line to be rerouted as follows: From West Portal Avenue via Junipero Serra Boulevard, Eucalyptus, 20th Avenue, Lake Merced Boulevard, Font Boulevard, looping via Arballo Drive, Gonzales Drive, Font Boulevard, Cambon Drive, Gardenas Avenue, Serrano Drive and back to Font Boulevard (see map).

(Above) Residents of the Lake Merced area are looking forward to the improved service which will be provided by the No. 17 and 28 lines. Discussing the changes are George McIntosh, president of the Lakeside Property Owners' Association; Ralph Strawn, President of the Park-Presidio Improvement Association and also Superintendent in charge of the two lines affected; and Edward Duggan, President of the Merced Manor Property Owners' Association. (Right) Employees in the new Stonestown business center will also find the added service very convenient. Operator Thomas McGrath gets smiles of welcome from Marian Gualco and Shirlee Stites of the Emporium personnel office.

HONOR ROLL LISTS 75 BLOOD DONORS FROM RAILWAY

Last month over 1100 city employees took part in a special program to procure blood for the Armed Forces. A mobile unit was set up in the Civic Auditorium, and a staff from the Irwin Memorial Blood Bank and the American Red Cross was on hand to process the volunteer donors.

All the blood collected by the Red Cross goes to the Armed Services. It arrives in Korea just three days after it is given. It is hoped that many more employees will decide to give blood when they hear from their fellow workers how simple and painless the process is. Giving blood is a small sacrifice in comparison with the sacrifices of those for whom it is given.

Following is the Honor Roll of Railway people who participated in the program:

Cable Machinery

Martin Dugan and Alfred Eggen

California Cable

Simon Garcia Jr., Riley Hughes, Alexander Kulaev, C. W. Massey, Richard E. McKinnon and Herbert Sexton.

Elkton Shops

Stanley Earl Bradshaw, H. Frederiksen, Leo Gilfether, Arthur M. Holmer, Everett Johnson, John J. Laginja, James H. Leary, Hugh Pendergast, Rudolph Rusz, Erich T. Scholte, L. T. Thannisch and Arthur G. Zimmer

Geary-Presidio Division

M. E. Baker, George Bunner, Lance L. Howe, Theodore Janes, and John Morrisey

Geary-Presidio Shops

A. Brown, I. B. Chatterton, J. A. Franklin, Guy Galloway, L. Holst, C. Martinez, T. Norton, M. Radom, Harry H. Stone, Austin B. Wilcox and A. Yee

Geneva-Ocean Division

Elmer Bartine, C. C. Cox, Henry Gray, Bernard Puziena, Eugene H. Schwartz and Bruce C. Turner

Geneva-Ocean Shops

Earl I. Ellingson, John T. Glynn, Roy Grove, Gerald L. Krogman, Arthur Lyons, Richard Olson, Milton

Pictures of some of the Railway blood donors appeared in our last issue, and above are additional groups. (Upper left) Bess Frasher, Cecile Le Gallee, Thelma Lunde and Joan Elledge of the Geary Office are being interviewed by a Red Cross worker. (Upper right) Waiting in line for the doctor's examination are Fred Holt, Joe Doody, George Harley, Walter Keller, Fern Feyling and Walt Feyling, all from Utah Garage. Lin Lofstedt can be seen in the background at the left, while George Kelcec is at the lower right. (Lower left) Bert Stevens, Storekeeper at Utah, seems to be resting peacefully despite the bantering of Walter Keller (Garage), Leonard Thannish (Elkton), Elmer Bartine (Geneva), Norman Morgan (Office), and the nurse. (Lower right) Relaxing with their coffee are Charles Reed (Hetch Hetchy), Leo Burns (Office), George Burr (Hetch Hetchy), Richard McKinnon (Cal Cable) and John Barry (Office).

Peterson, John C. Schaumleffel and Walter Sussex.

Inspectors

C. J. Dussourt, E. S. Fernandes, Martin P. Hacker, Thomas G. Howe, R. M. Johnson, William E. Randall, George H. Kennedy, Mike Lewkowicz, William J. Mahoney, Claude D. Manley, Allen C. Murphy, William F. Riley, Arthur E. Ryan, Albert O. Sandstrom, and Harold Shurgin.

Instructors

Clarence G. Lahey, William J. McDevitt and Clifford Thomas.

Kirkland Division

D. N. Alford, August J. Bottaro, R. S. Bruce, James Chaffers, Charles Chastain, James Davis, E. S. Evans, James J. Fitzpatrick, Frank J. Hare, George E. Guido, R. B. Kesler, Robert A. Keesey, J. J. LaRocca, C. R. Lilley, J. T. Manion, Paul J. Matelli, Lawrence McGee, Clifford R. Morris, Roberto Portillo, C. A. Sam, Mildred Sharp, R. J. Sheehan, C. W. Tighe, C. J. Vassar and Morgan G. Wilson.

Kirkland Garage

Frank Baggetta, Pat Carey, William H. Eastman, Mario Favetti, Charles Gianola, Charles Jauch, Kimon Kaddas, Gordon V. Peterson, W. L. Peverini, Thomas R. Polkinghorn, Lewis P. Randolph and Albert Zaborsky.

Line Department

Edward Belasco, Gwynn P. Bledsoe, Edward Brown, T. M. Conroy, Charles M. Evans, Jason Gordon, Kenneth Howard, Edw. A. Kennealy, John F. Murphy, Angelo Ragona, and A. W. Walker.

Motive Power

William McCarthy, Ray Rasmussen, Walter Raven and Jack Ruster.

Office

John Barry, Leo Burns, Joan Elledge, Paul J. Fanning, Elizabeth Frasher, William D. Hastings, Margaret Henry, Bernice Joff, Cecile LeGallee, Thelma Lunde, Wesley R. Mason, Norman S. Morgan, Marshall Moxom, Adeline J. Svendsen, John Wehren and Kenneth White.

Potrero Division

Floyd Enright, Stanley J. Sekulski and E. J. Winter.

Potrero Shop

George A. Anderson, Edward G. Freeman, Patrick J. Harrington, Morton Newman, Norman Robinson, William Shea and Henry Ute.

Track Department

Elford J. Cooney and Joseph Dwyer.

Utah Division

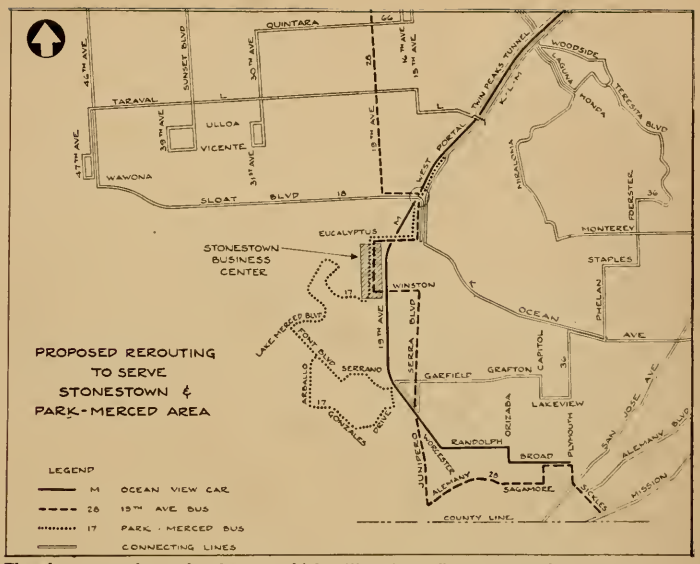
John Bechtold, Harvey Brown, Ralph Lopez, L. M. Tubbs, S. Wade and P. Velasquez.

Utah Garage

Ernest Anzelin, Earl Bingaman, Fred Boehme, Jack Brundrett, Joseph M. Doody, Irving Fenton, David P. Ferrier, Fern T. Feyling, Walter L. Feyling, George H. Harley, Allen G. Holmes, Fred E. Holt, George Kelcec, Walter Keller, Lin Lofstedt, George Mangan, Bernie A. Smith, and H. R. Stevens.

Washington-Mason

Martin Rowan and John R. Hurst.



The above map shows the changes which will go into effect soon on the No. 17 and 28 lines. The No. 28 line change will be made when the Stonestown business center is opened, around May 15th. The rerouting of the No. 17 line will become effective upon completion of the road construction work on Lake Merced Boulevard, probably about July 1st. The changes on the "K" and 12 lines are not shown on map.

OFFICE NEWS

Better-late-than-never department: *Catherine Donohoe's* son, George Vincent, was ordained a Jesuit Misisonary in Shanghai, China. Catherine talked to her boy over the trans-Pacific cable, and said it was as if he were in the next room. . . . *Tom Dolan* of the Schedule Department is a proud father for the fourth time. It's another boy, Dennis Michael, making the score three to one in favor of the stronger sex. . . . *Dick Scammon*, formerly of the Registrar's Office, is replacing *Jim Pagee*. . . . *Fred Kahn*, recently an Office Assistant in Civil Service, has moved up to a General Clerk's post in Trip Sheet Audit. . . *Peter Hays* has joined the staff of Traffic Checkers, and *Alice Tiedeman* has accepted a B512's call in Schedules. . . . Wielding a wicked mashie, Big *Jim Dickinson* copped the 60th flight in the City Golf Tournament held at Harding Park. *Ed Hayes* also won a flight, the 65th, drubbing his opponent in the final six and five. . . . *Dick Mangan* has left the Money Room to accept a Tax Inspector's call at City Hall. . . . Ten ladies toasted *Rose Lewis* at a birthday luncheon at Simpson's. Present were *Shirley Bodley, Catherine Donohoe, Florence Johnson, Ruth DeCampos, Thelma Lunde, Cecile Le Galle, Adele Davidson, Tess Taylor, Alvina Gianeschi* and *Gladys Springer*. . . . *Mollie Luman* has returned to work after a three months' siege of illness, and *Wilbur Clark* is back after his operation last month. . . *Anna Lee, Abe Windreich, Ted Haas, Harvey McCarthy* and *Bert Clarke* have been on the sick list. Succumbing to the lure of springtime vacations were *Hildegarde Bowen, Rose Lewis, Edith Hnatusko, Anita Rohlfs, Lulu Murray, Katherine Small, Bernice Joff. Jim Jose, Tom Anthony, Bob Johnson, Al Taboada, Tom Dolan* and *Timothy O'Shea*. . . . *Norah Porter* is revisiting her native England via TWA this summer. . . . . *Jack Shine*, formerly of Potrero, is the latest addition to our Information Bureau staff. . . *John J. Barry*, Claims Investigator, and *Joseph Crosson*, formerly in the Accounting Office and now Sr. Accountant in the Controller's Office, are candidates for the Health Service Board.

CALIFORNIA CABLE

We wish to report that Conductor *Harry Poechel* met with an accident while putting up a television aerial and has his arm in a sling. We all wish him a speedy recovery. . . . The Paint Department should feel highly complimented with so many people asking if these are new cable cars. They are certainly doing a good job painting up the old cable cars. We now have four of them all dolled up—No. 3, 18, 22 and 23. A fine job, well done. . . . After several delays and layoffs due to cable and motor trouble, we're pleased to report that we now have two new cables on the California Street line, and the old motor has been tuned up. So there should be some smooth sailing ahead, we hope. Some of the boys were sent to the Geary Street barn for a few days during the shutdown. Incidentally it was the first time in 32 years that your reporter had worked on an electric street car. . . . We wish also to extend our welcome to our latest arrivals at Cal Cable Division. They are *C. Massey, J. Taylor, E. Buontempo, E. Howze, J. Wilson, H. Clark* and *B. F. Nelson*. Good luck to you and to all the others who join us. . . . Cal Cable Division has talent! Conductor *Patrick O'Shea* and Ex-Conductor *Albert J. Wall*, now dispatcher at Cal Cable, are professional Irish bagpipe players and have played in many parades and festivities.

Trophies won in the recent City Golfing Tournament are proudly displayed by Fred Loretz, Leather Worker, and Ed Hayes, Armature Winder, of Elkton Shops. The picture was sent in by Jim Leslie.

CAMP MATHER INFORMATION

Reservations for vacations at Camp Mather may now be made at the Recreation and Park Department, McLaren Lodge, at the entrance to Golden Gate Park. The office is open on weekdays, 8:00 a.m. to 1:00 p.m. and from 2:00 p.m. to 4:00 p.m.

The rate schedule follows: Children under three years, no charge; three to nine years, $1.50 per day; 10 to 17, $3.50 per day; and for adults, 18 years and over, $5.50 per day. Rates include three meals each day. Guests must provide their own bedding and linen.

For additional information and descriptive literature, call SK 1-4866.

KIRKLAND DIVISION

Welcome to Dispatcher *Ken Watters*, Receiver *Charlie Openshaw* and the boys on Lines 35 and 53, all of whom were assigned to Kirkland as a result of the fire at 24th. . . . Operator *Thomas M. Pruette* resigned and is now in the restaurant business and located on Hayes near Cole. Duncan Hines may not have got around to recommending his place, but this reporter does. . . . Inspector *Elmer Sorenson* is much better and is allowed to get up for a short time each day. Superintendent *J. E. McDevitt* is also much better and is expected back on May 1st. . . . *"Fitz"* must be a great favorite with the nine colleens on the No. 19 line. St. Patrick's Day he was seen wearing a beautiful green tie and nibbling on something which the colleens called "blarney stones". . . . Everyone knows the horses are running, but *George Wong* seems to be the only one who makes an occasional killing. . . . Our cat has disappeared, and we are all wondering whether the bath Operator *Italo Rossi* gave it had any repercussions. . . . Operator *Robert H. Daggett* is back from military leave, and it's good to see him around again. Operator *Tammany Brooks* was drafted and is now with the Marine Corps. . . . It doesn't take a fortune teller to see that *Henry Sum* is in love —the lipstick he was wearing one day is ample proof. . . . Was *Angelo Landi's* face red when he called the Zoo and asked for Mr. Lyons on April Fool's Day Which "Lion" would you like to talk with, Ang? . . . Why not have a Coffee Drinking Contest at Kirkland? We have two potential contenders for the crown — Operator *John Decker* vs. Dispatcher *Elmer Maple*.

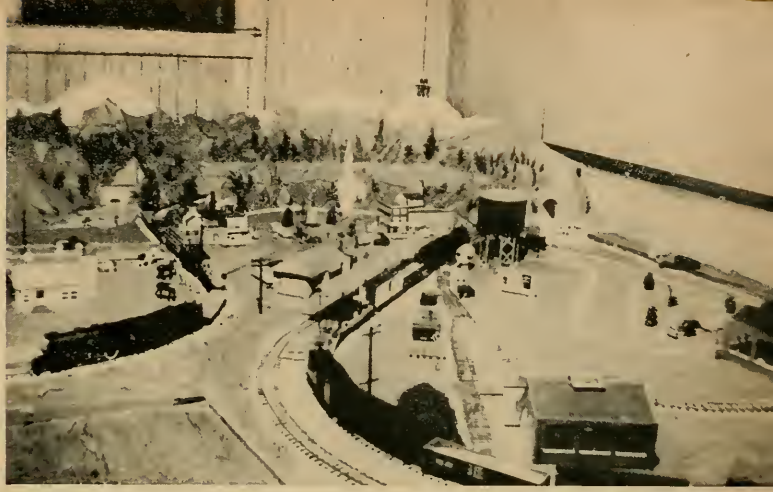
The boys in the Schedule Department forwarded this picture of their pride and joy, Jim Dickinson, one of the champs in the City Tournament at Harding Park.

GEARY-PRESIDIO DIVISION

Operator *John W. Mark* was telling Receiver *Maybelle Paetzel* the other night that a woman boarded his coach and handed him seven cents. He corrected her, telling her the fare was 10 cents now. She apologized, "Oh, I'm sorry. I thought I was buying a paper!" . . . Seems that Day Dispatcher *Charles Lasater* had some ties for sale at the office the other day—think he was getting $3.00 for them —but when Dispatcher *Bill Hutchison* heard of this, well, old Hutch was going to make a little for himself and added a couple more dollars to the sale. How was business, Hutch? . . . Operator *Carl C. Baron* is the smiling father of a new baby boy. Thanks for the cigars, Carl. Mother and new baby are doing real well. . . . Who eats all of *John Morrisey's* doughnuts and snails? . . . Handyman *John Mulkeen* is still tinkering around the dispatchers' office. . . . We want to welcome all the new operators at Presidio Division. Due to the Greyhound strike, lots of their drivers are now working on the trolley coaches. . . . Receiver *Harold Crawford* is vacationing early this year. We all hope he had a nice vacation — sure had lovely weather for it. . . . Oh yes, the night farebox man, *Sam Brandenberger*, is also taking his vacation. Wonder if Sam is rounding up all the old coins while he's away.

GENEVA-OCEAN DIVISION

To all of the operators from 24th and Utah Division, we extend a hearty welcome and hope that you will enjoy your association with a swell bunch of boys and girls. . . . Congratulations to Motorman *E. J. Schennek* on the arrival of a baby girl. Mama and baby are both doing well. . . . Operator *D. L. Prescott* is back from the Navy, and now we can all have our radios fixed again. . . . Operators *Leroy Pappas* and *R. E. Baracco* have just returned from a vacation to Mexico and say they had a wonderful time in Las Vegas, Nevada. . . . Glad to see *Bill Reinhardt* back from the sick list. . . . At this writing Motorman *Fred Johnson* is in the Doctors' Hospital. Hurry home, Fred. . . . Operator *H. Bates* is seen in Vallejo often, visiting former Motorman *Fred Gutchow*. . . . Seen every morning on the 5:00 a.m. Owl are *Bill Reinhardt, Sam Navarro, Charlie Gallo, Pete Riley, J. Peterson* and some of the extra men who all make Geneva-Ocean Division a swell place to get runs out on time. . . . Operator *Harry Garcia* is back from Fort Miley and it's nice to see his smiling face with us again. Operator *C. J. Crowley* was married on April 15th. Best of luck. . . . Nice to have Operator *F. Johansen* around in the mornings as he can be called on for Motorman, Conductor or Operator. We're also glad to see Operator *Jesse Banks,* who has the same qualifications. Operator *Charlie Rulison* is working very steady these days. For a vacation, maybe? . . . Operator *Frankie Soto* is a very popular operator on the No. 51 line, and his curly locks attract all the ladies. . . . Congratulations to *Barney Blessing,* who gives us a hand in the mornings as a motorman or conductor, for being the Muni Man of the Month. . . . STRANGE SIGHTS: *Johnny Murray* fixing his transmission in his limousine. *Tom McGrath* sanding his floors. Motorman *John Anderson* working more than one day a week. Motorman *E. Ekonian* taking a day off to go to Golden Gate Fields and finding out NO RACES. . . . *Sam Gelini* trying to pick a winner with *George Rallis.*



Henry Wycoff of the Utah Garage built the "S" gauge railway in the picture above He cut and laid more than 3500 wood ties, anchoring 8 feet of rail with tiny spikes. At the right, Mr. Wycoff is operating the diesel road switcher, while Roger Soward watches intently. Roger's father, Bud Soward, took these pictures as well as the one of the Amiot family shown below.

"Fares, please," says Raymond Lee Pate, three-year-old son of Operator P. E. Pate of Potrero. This cute picture caught the eye of Dispatcher James Lewis, who sent it in to us.

Bobby, Lane, Joy, Ronnie and Dorothy gave Ed Amiot of the Garage five good reasons for building and operating a railroad; the sixth and youngest was asleep at the time of this photo.

A BRIEF HISTORY OF SAN FRANCISCO TRANSIT
Part VI. Rubber-Tired Vehicles

Motor Coaches

The Municipal Railway pioneered in the use of gasoline buses in San Francisco, employing them on feeder service in districts where track construction was not yet warranted. The No. 1 coach line crossing Golden Gate Park was established in 1918. Later, bus lines were established in the Sunset, West of Twin Peaks, Marina and other districts, while the Market Street Railway also introduced bus service in the outer Mission district. By the time of consolidation in 1944, there were 165 motor coaches in operation on the combined systems.

Trolley Coaches

Trolley coach service was first provided in San Francisco in 1935 when the Market Street Railway substituted trolley coaches for rail service on the No. 33 line, the famed "switchback" line which had turned out to be the company's biggest money-loser. Later, in 1941, the Municipal Railway established a trolley coach line on Howard, running from South Van Ness to Beale Street.

Plans for further conversion to trolley coaches were held up due to the onset of World War II, and at the time of consolidation a total of 18 trolley coaches were being employed by the two systems.

Consolidation

On September 29, 1944, the merger of the Market Street and Municipal Railway properties took place. Some improvements were made during the next few years, notably the reconstruction of tracks on outer Market Street, establishment of the No. 16 Noriega motor coach line (Sunset Express), and the replacement of the old "E" line cars with new trolley coaches. However, it was not until the $20,000,000 rehabilitation bond fund was voted in 1947 that any major changes could take place.

(Next Month: Municipal Railway Today.)

(Above) The Market Street Railway Company started to use motor coaches in 1926 when a bus service was inaugurated in the Crocker-Amazon tract. Later other lines were introduced in the Mission District. Motor Coach No. 21, shown here, was in service in 1932.

The first gasoline buses in San Francisco appeared in 1918 and were used on the No. 1 line crossing Golden Gate Park from Tenth Avenue and Fulton (terminus of the "A" line) to 25th Avenue and Irving Street, via Ninth Avenue, Judah, 15th Avenue and Irving. The No. 01 bus is shown here at the Fulton Street terminal with an "A" street car at the right.

The old "E" line cars were retired in June of 1947, when they were replaced by trolley coaches. The "E" line and the "R" trolley coach line on Howard Street were consolidated a month later to form the route which is now known as the No. 41 line. This picture of Car No. 200 was taken December 10, 1920.

The first trolley coaches in San Francisco were introduced by the Market Street Railway on its money-losing No. 33 line in 1935. These coaches, manufactured by the J. G. Brill Company and seating 37 passengers, are still in service. (Photo through the courtesy of Mrs. George McGuirk.)

BERNARD BLESSING RECEIVES $50 "MUNI MAN" PRIZE

LATEST WINNER IS FORMER DRUM MAJOR OF RAILWAY'S DRUM & BUGLE CORPS

Bernard Blessing of Ocean Division won the "Muni Man of the Month" award for March. Mr. Blessing operates a motor coach on the No. 66 Masonic-Quintara-30th route and has been with the Railway for over 10 years.

The popular driver is known for his patience and friendliness with his passengers. "He just sparkles with good humor," said one letter writer. "He's invariably very pleasant and accommodating," said another.

Mr. Blessing is married and has a daughter, Barbara, 7. Until recently, he was drum major for the Railway's Drum and Bugle Corps, and he still enjoys practising on his bass drums.

Mr. Blessing was the 19th winner of the $50 prize. The courtesy awards, which are donated by the transit advertising firm of Fielder Sorensen & Davis, have totalled $950 thus far.

Present at the ceremony were Joseph J. Diviny of the Highway Drivers' Council, who is also a director of the National Safety Council; Iver C. Larson of the Safety Council; E. B. Sorensen of Fielder Sorensen & Davis; J. H. Turner, Manager of Utilities, and George W. Evington, Superintendent of Transportation.

A total of 517 commendations was received during March. The list of those commended follows:

California Cable

A. J. Campagna, A. S. Cirimele, S. J. Deluca, Willie Harrison and Harley A. Poda.

Geary

Andrew G. Adair, Russell Breedlove, Clarence Edwards, George L. Fordtran, James Kelly, T. V. Knudsen, John Palameta, Arthur J. Pearce, Billy Ray Todd, Max Torres and J. A. Williams.

Geneva

Ashby Anderson, E. H. Angelius, Adam C. Brill, Jeremiah Dinneen, Joseph C. Duarte, Emil J. Ellien, Albert F. Flieger, Louise E. Haines, Joseph E. Hood, Charles A. Lawson, Gaston P. Lebrun, J. A. H. Peterson, Arthur J. Pearce, Ethel V. Rutland, E. J. Schennek and Noe M. Vermeulen.

Kirkland

Glenn E. Adams, L. Z. Anderson, T. A. Arditi, Cline D. Bailey, Edward V. Barnes, Henry X. Benjamin, Roderick E. Betts, Andrew Lee Brown, Charles Chastain, Paul Q. Chow, Roy E. Clapp, Curtis Combs.

Leroy Daigle, John Decker, Malcolm E. Duncan, Theodore A. Fischer, Samuel E. Ford, Oliver L. Gildea, Leroy Hancock, Clyde E. Hardin, Harry E. Harvey, William C. Henry, Gus R. Herron, C. M. Holcombe, James Hom, Daniel B. Howard, Rolly F. Howard Jr.

James E. Johnson, Paul Jones Jr., Ralph B. Kesler, Fred Latimer, D. N. Lothringer, William D. Lowe, McCoy Maybon, Elmer Merrill, Julius P. Paslin, Emil J. Pieroni, George L. Siverand, George E. Tanzer, Walker Thomas and Bing Y. Wong.

Ocean

Delphino J. Alonzo, Patrick P. Altieri, Jesse L. Banks, Russell Barnett, Frank E. Bauer, Walter W. Behnken, Ahmed Beligh, Albert J. Berti, Bernard Blessing, Jesse J. Brewster, Freddie Brown, William F. Busch, Thomas Gleen Cain, Ralph Clocker, Henry L. Cologne, George W. Cushing, John E. Dismore, Sylvester Ellis, M. F. Figgins, Kenneth A. Finnis.

Harry J. Garabedian, John N. Gentile, William H. Hage, Edward G. Higgins, F. D. Jackson, Edwin P. Johnson, Slyvia T. Johnson, Wardy G. Joubert, Norman J. Judson, Justin Jutus Jr., Herbert W. Light, Peter H. Mitchell, Harry T. Nelson, J. F. Noga, Edward Lee Oakes, Francis O'Brien.

Orean H. Parker, Edwin John Peche, Peter Reilly, Nick P. Revello, William E. Ruhe, Eugene E. Rushing, Manuel T. Saunders, Alfred W. Seltzer, Reginald Simpkins, Frank M. Soto, Dennis A. Sullivan, Ashford Todhunter, Lawrence M. Tubbs and James Verducci.

Potrero

James R. Anderson, Teofilo T. Aragon, Luree A. Baker, James F. Banks, James C. Barker, James A. Beatty, Eber Leo Becker, Herman Berry, W. J. Campbell, Thomas W. Chadderton, Willie Cotton, Harold E. Curry, Evans A. DePeu, John Durkin, Algy C. Epps.

John W. Fields, Leslie L. Foster, William C. Gaines, Joseph Gianetti, Joseph R. Hann, Eddie Havens, Milburn Heimsoth, Morris Hudson, Harold G. Hunt, James C. Hursh, George D. Jacobs, Lois Samuel Jones,

Operator Bernard Blessing accepts his $50 check from E. B. Sorensen of Fielder Sorensen & Davis. Representing the National Safety Council at the ceremony was Joseph J. Diviny (center), Secretary of the Highway Drivers' Council and President of Joint Council No. 7 as well as Local 85 of the Teamsters' Union.

Operator Blessing is showing his check to George W. Evington, Superintendent of Transportation. Left to right are Mr. Diviny, Mr. Blessing, Mr. Evington, Mr. Sorensen and Iver C. Larson, National Safety Council Manager.

Edwin Jostmeyer, Edwin A. Kell, Oram S. King.

Emmet F. Lavin, Andrew Leksan, Charles Loving, Lino J. Mammini, William T. Millar, George Milotsky, H. J. Neubecker, Henry J. Olate, Charles S. Patania, William R. Ping, Edward Prendeville, Stanley J. Price, Anthony L. Ramirez.

Ellis B. Seals, Bert Simpson, Robert G. Smart, Fred C. Tribou, Delg Paul Tufo, Elvin F. Walker, Johnnie Walker, Rudolph Walstrom, Ernest Washington, Herbert A. Webster, Elmer T. Williams and Thomas E. Williams.

Presidio

Martin E. Baker, Samuel Barone, Ralph Baronie, Vernon H. Black, Floyd R. Boothe, James J. Brackett, Everett Broessel, Alma Mae Casaday, Lester A. Cruise, Thomas S. Cullen, Lilburn B. Delaney, Voris Derryberry, James P. Donnelly.

James L. Elliott, Patrick J. Ford, Clifford Franklin, W. J. Gillette, C. S. Gomillion, James E. Goodloe, Willie Lee Green, G. T. Gunderson, James Hamilton, Harry L. Harrison, Francis W. Heywood, Harold E. Hicks, Ezra Huhford.

Nathan E. Jones, Charles Lassiter, Louis K. Levy, Joseph McCowan, R. K. Mingee, Norris Mosby, Lloyd J. Nybye, Harry B. Phillips, James L. Simpson, Arthur Taylor Jr. and Arthur Vittori.

Washington-Mason

James C. Albee, Mary Alice Ball, William Harkness, Tom Park Li and Jesse W. Neal.

OUR SISTER UTILITIES

Best wishes to *Elsa Pollock*, formerly with the Water Department Engineering office, who was married in Reno on April 4th. . . . A luncheon is planned for *Grace Gitsham*, who will retire as of July 1st. Happy retirement, Gracie. We'll miss you. . . . Welcome back to *Virginia Tobias*, who has been assigned to the Accounting Department. . . . Welcome to *Helen Cortez*, who replaces *John Walsh* in the Bureau of Light, Heat and Power. John left the city for more schooling in the south. . . . Everyone is happy to know that *Sadie Hillman* is recovering from her accident. She suffered a broken arm when she was jumped upon and knocked down by two dogs recently. . . . Seems like old times to see *Gene Austad* back at the Airport again. She was away for a long while. . . . Friends decided to kill five birds with one stone by holding a joint birthday celebration for the following honorees: *Dan Coll, Ruth Logasa, Oral Moore, Charlie Reed* and *Leo Smith*. Good time was had by all! *Van Anderson* was pretty tickled about those twin granddaughters, who arrived last month. Also *William Eggert* became a grandfather for the second time with the arrival of a boy, Steven Edward. . . . Did you read about *Joe Oneto* in the April 14th issue of *Time* Magazine? It was a very complimentary article about Joe's one-man show at the Palace of the Legion of Honor, and there were photographs of Joe and of two of his paintings. Really big time!

Those who saw the devastation at the Garage after the fire would just as soon forget it as quickly as possible. However, it may be briefly recalled if only to record the fact that the loss would have been considerably greater if it were not for the heroism of the firemen and of the others who drove more than $750,000 worth of coaches out of the blazing building to safety. These men include Operators H. J. Harmon, Stormey Knight, Robert Conroy and R. G. Henke, as well as former Operators Alvin L. Johnston (now a Policeman), Don Embleton, A. Kraeber, Al Covaia, and William Eashman. Injured in fighting the flames were Firemen Charles E. White, Ralph D. Garner, Austin Kotoff, Donald Davaz and Howard J. Burns, and Policemen Roy Hooper, Robert McLennan, Frank Mahoney and Alvin L. Johnston.

FINALISTS IN "MUNI MAN OF THE MONTH" CONTEST FOR MARCH

Henry X. Benjamin, Kirkland Division, No. 19 line, employed August 30, 1946.

James J. Brackett, Presidio Division, No. 21 line, employed January 22, 1935.

Russell Breedlove, Geary Division, "B" line, employed February 4, 1918.

A. J. Campagna, California Division, No. 61 line, employed May 20, 1920.

John Decker, Kirkland Division, No. 45 line, employed February 3, 1930.

Eddie Havens, Potrero Division, No. 41 line, employed Sept. 16, 1926.

William T. Millar, Potrero Division, No. 8 line, employed Sept. 5, 1947.

Orean H. Parker, Utah Division, No. 15 line, employed February 14, 1946.

Manuel T. Saunders, Ocean Division, Block Run, employed April 22, 1946.

CAMERA-SHY

In addition to the "Muni Man" finalists pictured on these pages, one other man qualified but did not have his picture taken. He was Charles A. Lawson of Geneva Division, "J" line, who has been employed since May 7, 1928.

Arthur Taylor Jr., Presidio Division, No. 21 line, employed October 1, 1947.

"BE KIND TO BUS DRIVERS," WRITER SUGGESTS

(Barry Mather writes a column called "Mather's Nightcap" for the Vancouver Sun. Recently he devoted his entire space to a very sympathetic and amusing account of the tribulations of a bus driver. His article is reproduced below, although we have taken the liberty of changing the names of streets and routes to fit into the San Francisco picture. Our thanks to Col. M. D. Mills, who forwarded the clipping.)

There were some letters in the paper yesterday criticizing local bus-drivers for being taciturn and uncivil. Personally I do not think the bus-drivers are like that. However, consider the bus-driver:

Yea, consider the bus-driver. He rises ere the cock crows at dawning. Yea, whilst others sleep, he rises that he may gird his chariot in the service of they that slumber.

He sits in the seats of the mighty, yea the power of 140 horses is in his hand. Yet, though he occupy the post of the powerful, is he the lowest of the lowly. For he is mighty only in the service of others.

Consider the bus-driver. By day he guides his chariot with the 140 horses, with the multitude of passengers, through the streets of the city — in rain doth he guide it, in snow, yea in sun or in fog, and in traffic.

Now through the bridges, in the shadow of great trucks, in the paths of speedy cars, with the cunning of his hand, with the hydraulics of his brakes doth he guide it.

Yea, though the pedestrians hurl themselves in the path of his chariot, though female chariots stay his turning, though the lights change in their courses ere he cross, yet will he prevail. For he holdeth his schedule close to him. Lo he do govern his life according as it is written in the schedule.

Now assuredly, as he guideth his chariot through the shouting and the tumult, yea as he signals a left-turning, even in the instant of his turning, then will one come to him saying: "When do we get to Fulton Street?"

And inasmuch as his chariot doth not go to Fulton Street, nay its name is writ on the brow of his chariot, it being called by the name MASONIC, now is the bus-driver wroth.

And he would say unto he that asks him — "How be it thou mistakes one bus for another? Is the name of this chariot not writ large, aye verily in letters of fire that all may read? Go to." Yet, he holds his peace.

Likewise, at a time when 10 would board his chariot, but lo, the first of these is one with a bill of large denomination, and do delay all others both those within and those without until change is rendered unto him — then is the driver tempted to say unto such a one: "What do you think this is, the Bank of America?" Yea, is he sorely tempted.

But he yields not to temptation. Nor doth he make answer to they that speak with scorn unto him saying: "How come you are so fast, today, chum, I only been waiting 20 minutes for you."

Nay, he answers not unto the scornful, nor doth he reproach the foolish, nor chide the sluggards nor punish the money-changers. But only guides his chariot while counting coins, while dodging pedestrians, while opening doors, while directing travellers, while calling streets, while listening to those that revile him and his masters.

Consider, the bus-driver. For, assuredly, his tribulations are as many as those of they that ride with him.

A GOOD EVENING to everybody and especially to anybody who is kind to bus-drivers.

WASHINGTON-MASON DIVISION

Here's one that's hard to believe. The other day a Powell Street cable car was seen going up Market Street. Maybe we should explain that the Shrine parade was in progress and the members of Islam Temple had Car 509 towed by a tractor and loaded with Shriners in the parade. Don't let it be said that our cable cars may not be seen anywhere! . . . Now that the rainy season is over, we should soon be hearing about gardens, planting and spading along with the muscles we didn't know we had. Anyone wanting some advice, see *Jim Buskirk*. . . . There isn't much for the gossip column with the exception that *Walter E. Cranshaw* has taken the plunge and joined the married men. Congratulations! . . . It must be catching as the little bird also whispered that *Tommy Li*, our livewire conductor, is also going overboard. . . . We regret to state that *Jim Medaxian* is leaving us to go north and try his hand at the canning business. Success to you, Jim, and don't forget to send some samples.

DOLORES CADELL
REF DEPT-PUBLIC LIBRARY
CIVIC CENTER
CITY 2

POSTMASTERS:
Forwarding or return postage, or notification (with key) or form 3547 guaranteed
TROLLEY TOPICS
901 Presidio Avenue
San Francisco 15

Sec. 34.66 P. L. & R
U. S. POSTAGE
PAID
Permit No. 4632
San Francisco, Calif.

GARAGE EXHAUST

To *Victor C. Peterson* and to *Curtis Fent* all hands extend sincere congratulations, best wishes and a pledge of earnest cooperation. . . . *Willis Sawyer* is now eligible to become a member of the Grandfathers' Club. . . . A report comes from Kirkland Division that *Lou Janes* likes to take fellow employees out in his fishing boat; also that *Al Zaborsky* is unable to qualify as a good sailor without the aid of Mothersills medicament. . . *Howard Gettle,* M54 from Shop 2, has joined the ranks in Unit Repair. Welcome, Howard. . . . *Al Bryden* was recently observed displaying the spirit of helpfulness so often found among Muni employees. A disabled auto in a very dangerous location on the James Lick Freeway was the center of Al's attention as your reporter drove by . . . We wish to extend our deepest sympathy to the families of Mr. and Mrs. *Willis Sawyer, Edmond Tondani* and *Frank Peppert. . . . John Tucker* has left his position as C104.1 to become an operator. . . . Some very interesting expressions and reactions were displayed on March 24th as employees surveyed the damaged garage at 24th and Utah. Amazement, disgust and consternation were quickly replaced by grim determination. Tons of water, glass, charred wood, ashes and debris were being moved out of the Unit Repair Shop when some cheerful soul broke out with "The Volga Boatman." The song was the spark that lighted the faces of all and stepped up the tempo of the broom and shovel brigades. In an amazingly short time the floor was clean, machinery stripped of roofing tar, lights were coming on, and there appeared a sign — OPEN FOR BUSINESS. Heavy personal losses were sustained by many employees because of damage to tools and equipment. Despite the misfortunes caused by the fire, the change of shifts is marked, as always, by the traditional exchange of cheerful greetings.

GRATEFUL PASSENGERS REWARD 19 RAILWAY MEN DURING MARCH

Cash rewards were forwarded to 19 men during the month of March, according to the report of the Lost and Found Department. They were: J. E. Peebles, Geary; John D. Mulkeen, Geary; Joseph J. LaRocca, Kirkland; Charles Chastain, Kirkland; Robert A. Miller, Utah; Robert W. Pomeroy, Potrero; Clifford Franklin, Geary; Everett W. Karlseng, Geneva; Michael McCarthy, Geneva; Peter Reilly, Geneva; James A. Semien, Kirkland; Joseph John Fay, Kirkland; Phillip J. Hein, Utah; E. P. Johnson, Utah; Francis F. McManus, Potrero; Arthur W. Kenny, Potrero, and Murlyn L. Snyder, Geary.

TROLLEY TOPICS

Vol. 7 MAY 1952 No. 5

CITY & COUNTY OF SAN FRANCISCO
Elmer E. Robinson, Mayor

Published under direction of the
PUBLIC UTILITIES COMMISSION

Oliver M. Rousseau, President
Sam McKee Victor S. Swanson
Edward B. Baron Donald A. Cameron

Adeline Svendsen, Editor
Charles L. Reed, Artist
Marshall Moxom, Photographer

REPORTERS

Jim Lewis John Whitney
John Hurst Ken Howard
Anthony Campagna Marie Jackicich
Emery Dutcher Bud Soward
Joe Kennealy Harriett Oland
Jim Leslie Skip Sawyer
Harry Franklin Elven Whelpley

Address communications to 1345 Turk St.
San Francisco 15, Attention Editor

When Sr. Engineer Wm. B. Bushnell retired recently, he was honored at a delightful luncheon at the Bellevue Hotel. Some of those seated at the head table (right) were B. A. Devine, Mr. and Mrs. Bushnell, R. B. Hanson, Harry Lloyd and C. D. Miller. Below is a view of the group at the tables.

TROLLEY TOPICS

MUNICIPAL S.F. RAILWAY

CHAS. L. REED

ume 7 JUNE, 1952 No. 6

PUBLIC LIBRARY
JUN 14 1952
SAN FRANCISCO
DOCUMENTS DEPT.
JUN 2 1952
SAN FRANCISCO
PUBLIC LIBRARY

OCEAN AVENUE PATRONS CELEBRATE NEW SERVICE

Patrons of the "K" and 12 lines sponsored a three day celebration in honor of the opening of the new Railway services on Ocean Avenue last month. The Ocean Avenue Merchants Association, Westwood Park Association, Ingleside Improvement Association and the City College student body arranged the festivities.

Highlight was the dedication of the new City College Station by Mayor Elmer E. Robinson, which was followed by a parade featuring one of the Railway's new streamliners. Merchant's groups, Army and Navy units, and City College students all took part in the parade.

Among the honored guests at the buffet supper which preceded the dedication were Public Utilities Commission President Oliver M. Rousseau, Commissioners Edward B. Baron, Donald A. Cameron, Sam McKee and Victor S. Swanson, Utilities Manager James H. Turner, Railway Manager Charles D. Miller, Consultant Marmion D. Mills, Public Service Director Tom Irwin, Hetch Hetchy Manager Harry E. Lloyd, and Counsel A. Dal Thomson. Other guests included representatives from the School Department and various public officials and civic leaders.

The new terminal is located at Phelan and Ocean Avenues and will serve passengers of the "K" street car, No. 36 motor coach, and the newly established No. 12 trolley coach line.

Three shiny, red, double-decker buses cruised around San Francisco recently. They were here from London on a good will tour of various American cities which was sponsored by the British Travel Association. At left is one of the buses pulling out from City Hall with a load of passengers. Below left, Mayor Elmer E. Robinson is shown accepting the scroll bearing salutations of the Lord Mayor of London, Sir Leslie Boyce, from Alistair McLean, leader of the caravan. The girls are part of the staff of hostesses who accompanied the group. Below right, some of the nine Cockney bus drivers who made the tour are shown with members of the colorful bagpipe band who greeted the visitors. The British buses are part of a fleet of 7,500 double-deckers and they seat 56 persons.

OUR SISTER UTILITIES

It is with deep regret that we report the death of two well-loved friends. *Louis M. Perrin*, Sr. Electrical Engineer who retired a little over a year ago, died on May 2nd, and *William H. Mitchell*, who has been a Chauffeur with the Water Department for the past 22 years, died on May 14th. Mr. Perrin had been with the city since 1924, starting as an Electrical Draftsman. He was a graduate of the University of Michigan and a World War I Veteran. Since his retirement he had been associated with DeLeuw Cather and Company. He was 66 years old. Bill Mitchell had been a city employee since 1923, when he joined the Board of Public Works. Later he drove an emergency ambulance for the Department of Public Health, and in 1930 he transferred to the Public Utilities Commission. He was a veteran of World War I and leaves a wife and two grown sons, Bill Jr. and Jack. He was 55 years old . . . The success of the Boy Scout Exposition was due in part to the efforts of *William C. Eggert, Tom Scanlon, Jack Woods, Charles Maury* and *Marshall Elvin* — take a bow, boys . . . Solari's Escondido Room was jammed for the luncheon honoring *Grace Gitsham's* retirement. Grace has been a Bookkeeper with the Public Utilities Commission for about nine years; prior to that she worked for the Police Department, Assessor's, Controller's, etc. The committee who arranged the very lovely party included *Tim Daly, Daisy Schapiro, Alice Hannon, Bill McGovern, Edna Manwell, Julia O'Brien, Billy Balzer* and *Charlie Reed*, who also served as m.c for the occasion. Grace received a beautiful Capehart clock radio—the kind that wakes you up to music and has your coffee perking for you!

FOUR MEN RECEIVE AWARDS AS "DISTINGUISHED DRIVERS"

Several Municipal Railway operators have won recognition in the "Northern California Driver of the Month Award" contest. They are James Milne, R. H. Simpkins and Charles J. Sarcander of Ocean Division and Nick Revello of Kirkland Division. All have won "Distinguished Driver Awards" during the current year.

The Railway had three winners last year, too. They were Clarence J. Sweet and Walter Young, Jr., of Potrero Division and Louis K. Levy of Presidio Division.

The award is made jointly by three organizatidns: The Truck Owners' Association of California; the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America; and the Northern California chapters of the National Safety Council. In winning this award, the operators were competing with professional drivers of commercial vehicles of all types in the northern half of the state.

James Milne

Nick Revello

Charles J. Sarcander

R. H. Simpkins

CANTEEN AT FERRY BUILDING OFFERS REST AND RELAXATION

The Salvation Army has issued a special invitation to Municipial Railway employees to visit their Canteen Kitchen down at the Ferry Building. "Turn on the Television set, get some coffee and donuts from the kitchen, and enjoy yourself," they say.

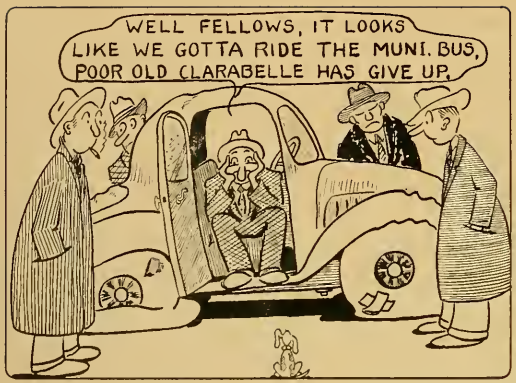
Visitors will find stationery, books, magazines, a radio, and people to talk to in the lounge. Newest and most popular of all, however, is the TV set with a giant 36-inch screen which was just installed this spring. The Canteen is open from 10:00 a.m. to 10:00 p.m. every day.

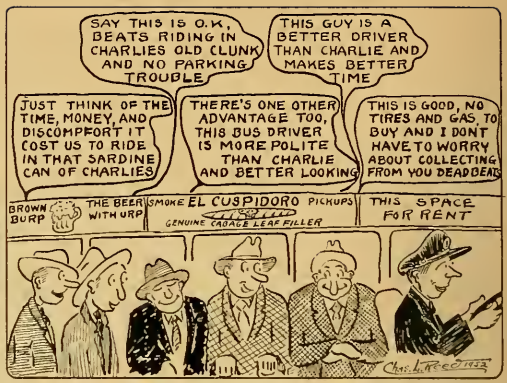
LOST AND FOUND DEPARTMENT FORWARDS CASH TO 12 MEN

According to the Lost & Found Department's report, the following men received cash rewards during the month of April: Jesse J. Blair, Washington-Mason; Allan J. Powell, Potrero; Lewis W. Zimmerman, Geneva; Leo Thomas Martin, Potrero; C. W. Hutchinson, Potrero; Silvio Chiosso, Kirkland; Orin E. Hardin, Washington-Mason; Fred G. Blacklock, Geary; Harry O. Gross, Geary; Robert N. Amaik, Geneva; Richard D. Holder, Kirkland; and John McGovern, Potrero.

Retirements

Name	*Classification*	*Employed*	*Retired*
Paul L. Bartolme	Sr. ERSM	4-2-20	3-31-52
Andrew Boyle	Geneva Conductor	8-29-15	4-1-52
Donald J. Bruce	Car Cleaner	1-29-43	3-31-52
Irwin R. Charles	Geneva Conductor	4-19-28	3-28-52
Wylie C. Crowder	Auto Machinist	4-21-45	3-16-52
Henry S. Foley	Geary Motorman	3-1-18	3-1-52
Ellen A. Hanson	Car Cleaner	5-21-43	4-22-52
Harry S. Hildebrand	Geary Conductor	8-12-29	4-1-52
Isaac M. Hind	Blacksmith	4-30-34	4-30-52
Patrick Kelleher	Track Foreman	7-9-19	4-17-52
Joseph John Moser	Geneva Conductor	5-2-25	4-14-52
Michael Mulvey	Sr. ERSM	8-16-42	4-14-52
Joseph Radovich	Geary Motorman	2-4-22	5-1-52
Alfred E. Rosenlund	Potrero Conductor	10-23-37	12-16-51
Robert Scott	Inspector	3-20-24	4-30-52
William H. Scott	General Manager	8-9-13	4-22-52
Jermiah Sheehan	Sr. ERSM	5-18-41	4-30-52
John J. Sherry	Potrero Operator	6-28-20	3-1-52
Clyde J. Spillane	Ocean Operator	3-14-21	4-4-52
Theresa C. Taylor	Telephone Operator	11-21-17	4-30-52
Jeremiah White	Janitor (former S104)	9-23-27	4-29-52





KIRKLAND DIVISION

Again a few changes have taken place. *Angelo Landi,* swing-shift dispatcher, was away from the office and worked for a couple of weeks on the street while *Louis Angeli,* just off the Inspector's list, took Angelo's place. It made us all happy to see Angelo come back, but also want to go on record as saying that Lou did a swell job while he was here. . . . *Bill Thames* returned recently from Military Leave and is now working the relief shift in the receiver's office. . . . It's unusually quiet around here these days. Dispatcher *Kenny Watters* has been on vacation; *Elmer Maples* expected to take his vacation early but is being forced to "sweat it out" until late in May. . . . Operator *Rod Betts* is doing a lot of painting in the house he bought. Are you as good at painting as you are at driving a bus, Rod? . . . Operator *Barcley S. Manley* again had to take an unexpected and hurried trip to Wilmington, California. His father-in-law was seriously ill but we are happy to report is now on the road to recovery. . . . *Jesse Abner* was in the hospital and everyone was delighted when he appeared and said he was able to go back to work. . . . Poor *John Decker* spent most of his vacation in bed, and Operator *Willdy Gazaway* is away from the job because of a back injury sustained on his coach. . . . One morning recently Instructor *Cliff Thomas* came in looking slightly groggy, yawning and telling us that he guessed he wasn't as young as he used to be. Seems that Cliff had been doing the town the night before, visiting such places as "Top of the Mark," "Starlight Room" and the Fairmont's "Tonga Room." That morning-after feeling was worth it though, wasn't it, Cliff? . . Nick *Rotello* was selected as Northern California Driver of the Month. This was based on his 23 years of no-accident driving with the same employer. This is a wonderful honor and we're mighty proud of him.

INDUSTRIAL SAFETY MEETINGS HELD IN GEARY AUDITORIUM FOR SUPERVISORY PERSONNEL

A series of monthly Industrial Safety meetings are being held in the auditorium at Geary carhouse under the supervision of Paul J. Fanning, Director of Personnel and Safety, and V. C. Peterson, Superintendent of Equipment.

A total of 47 foremen are enrolled, and the purpose of the meetings is to set up a program that will reduce the number of industrial accidents which now occur throughout the Railway. Committees will be established in each department to make inspections and submit suggestions with respect to the correction of unsafe conditions. Check lists covering operating and physical hazards will be supplied for use by the committees.

Supervisory personnel who are attending the meetings are: H. Stone, C. Dowling, T. King, A. Broyles, I. Fenton, W. Woods, S. Arnold, B. Corley, A. Zimmer, C. Huck, W. Roddock, J. Albert, C. Fent, G. Mangan.

J. Maughan, M. Ritchie, O Weaver, M. Carrs, E. Dempsey, L. Luini, E. Rueter, F. Miller, H. Reed, G. Grogman, J. Glynn, J. Franklin, G. Brossard, O. Larson, T. Thomas, C. McGuire.

D. Joyce, C. Gianola, J. Nolan, H. Barron, F. McQuaid, J O'Donnell, W. Rushing, P. Romo, J Williams, H. Strickland, J. Magrini, J. Loebbing, E. Kilby, L. Lofstedt, E. Kenney, P Morgan and W. Eastman.

CALIFORNIA CABLE

Gripman *Louie Leidtke* is quite a a guy. He served two hitches in the U.S. Navy and was famed as a boxer. He loves gardening, but best of all he likes to mix concrete and his yard tells the story. Patios, walks and walls! And that isn't all. Some years ago he invented a long forged rod used to tighten or loosen the cable car grip without having to bend way down to do so. He named it "Grandpa's Arm" and the company paid him $5.00 for the idea. . . . Gripman *Walter Garry,* who hails from th Old Sod "Ross Common" has some interesting hobbies besides working around his garden. On his days off Walter dons an apron and can he cook corned beef and cabbage! Dinty Moore could take lessons from him. Keep up the good cooking, Walter. Jiggs will be over for dinner. . . . *John J. DeMoor,* our Division Superintendent, has moved out to 43rd and Balboa Streets. Now he will be taking ocean diplets on his days off and maybe do a little fishing on the side. Good luck, "Sarge" (for those who don't know, our Superintendent was a Sergeant during World War I) . . . More talent discovered: Conductor *Nick Pappas* is quite a cartoonist. His work of art can be seen any time adorning our Gilley Room. And we mean ART. Keep up the good work, Nick; you'll get there . . Gripman *John Totca,* who is now in Korea serving with the U. S. Army, wants his old friends to drop him a line once in a while as he is lonesome for hometown news. How about it, fellows? His full address will be found in the Gilley Room, or contact your reporter

GEARY-PRESIDIO DIVISION

The main headline of this issue is our happy-go-lucky Conductor, *H. C. Geise,* who is smiles from ear to ear. And why! Well, his wife presented him with a bouncing eight pound baby boy. He is just as happy as a lark. Mother and baby doing just fine. . . . Our Night Dispatcher, *Joe O'Neill.* has been off on his vacation. Relief man *Ray Carroll* filled his duties for the three weeks. All the boys at Geary and Presidio Division who know Receiver *Harvey McCarthy* of Geneva-Ocean Division are sorry to hear that he has been on the sick list. We all wish him a speedy recovery. . . . Operator *Mike Carpine* came into the office the other day all smiles. We were wondering what it was all about. Seems that Mike has been out soliciting. He showed us a letter he had received. Well, it will be in the magazine, so we do not have to tell any more. . . . We offer our sincere condolences to our Superintendent, *Al Schirmer,* in the sudden and grievous loss of his wife, Jenny.

SYMPATHY

We are sorry to report the death of the following employees. Sincere condolences go to the families.

Henry A. Humphreys, Geneva Motorman, died April 1st after several months' illness. He had been employed by the Municipal Railway since July 23, 1925, and was 58 years old.

Thomas King, Subforeman ERSM, died May 12th. He was 55 years old and had been with the Market Street Railway since April 15, 1920. During World War I he served with both the Army and the Coast Guard. He was night foreman at Sutro for many years, and had recently been serving in the same capacity at Geary.

David John Mattley, Geary Motorman, died April 21st and was buried at Golden Gate National Cemetery. He was 63 years old and had been ill for about eight months. He started with the Market Street Railway October 16, 1917.

NO TROLLEY TOPICS IN JULY

Due to the fact that the editor will be on her vacation, no TROLLEY TOPICS will be published next month. The combined July-August edition will be out the first part of August.

COOLEY, MAZZONI, PETERSON RETURN FROM ATA CONFERENCE

Harry E. Cooley, Assistant Superintendent of Transportation; Donald Mazzoni, General Claims Agent; and Victor C. Peterson, Superintendent of Equipment, have recently returned from Portland where they attended a conference sponsored by the American Transit Association.

The conference was divided into special sessions at which the problems of each particular department were discussed, and all of the San Francisco delegates felt that the exchange of ideas between representatives of the various transit companies was of great value. Furthermore, they all came back feeling that San Francisco's Municipal Railway, despite its problems, was well ahead of most other transit systems in the quality and economy of service offered.

GARAGE EXHAUST

The fire of March 24th caused considerable shifting of equipment and personnel. *Dennis Joyce,* Foreman, has been welcomed back to 24th and Utah Division; Foremen *Ernest Kilby* and *Charles McGuire* are getting acquainted at Ocean Division. . . . *Tom O'Connor* has returned to work after a serious operation. . . . *Evaristo Guisti* is now a grandfather for the third time. . . . *Bernice Smith* reports the fishing is good; how about a picture? . . . *Jerry White,* the Cheerful Irishman, retired April 28th. . . . Our deepest sympathy is extended to the families of *Emmet Ott, Louis Vercellino, Ed Amiot, Nick Shubin* and *Walt Feyling.* . . . *Stanley Arnold, Arnold Valson* and *Willis Sawyer* are members of the winning team of Hi-12 Bowlers. The team came from behind to win a surprising victory. . . . *Rixford Watson* is the proud owner of a diploma and a trophy, awards presented to him during a colorful and exciting ceremony by members of Unit Repair. . . . *John Mahoney* and *Al Fernandes* went fishing recently. The current story is that John's cat was able to consume the results in one session.

POTRERO DIVISION

Division Superintendent *George S. Lewis,* after taking in the sunshine cure for a couple of weeks, returned to duty full of vim and vigor. . . . Dispatcher *Harry Franklin,* recuperating from a serious accident, is well on the way to recovery and hopes to be back on duty in the very near future. . . . Operator *Frank Garcia* was the victim of an oversleep, caused by his children turning back the house clocks so they could watch the T.V. programs. . . . Operator *W. Mottesheard* was the recipient of a very fine piece of neckwear, presented by a thankful passenger for his courtesy and honesty. . . . Operator *Joe Lang* has turned over a new leaf—strictly a lime juice and soda fan from now on. . . . The best is none too good for Clerk *Ray McDonald,* who swanks around a brand new DeSoto sedan. Ray is evidently preparing for his annual fishing spree around Vancouver, British Columbia. . . . Congratulations are in order for Operator and Mrs. *C. L. Graves* on the arrival of their new son. . . . Operator *R. Trombino,* after serving quite a stretch with the armed forces, is back working at his favorite division, and needless to say, we are happy to get him back with us. . . . Operator *William Millar* says he's not going to stop giving out the smiles and courtesy even if he didn't win last month's final for Muni Man of the Month. . . . The beautiful bouquet of flowers consistently placed on *Myrtle Loebbing's* desk could mean a very dear boy friend working in the vicinity of Mariposa and 17th Streets. We wonder who!

How would you like to take orders from this General Manager? Pretty Adrienne Maioli, a student at Notre Dame des Victoires school, stepped into the role of Railway Manager for one day last month. The occasion was "Youth in Government" day, wherein high school students learn how the City operates by assuming the positions of various officials.

A BRIEF HISTORY OF SAN FRANCISCO TRANSIT
Part VII — Municipal Railway Today

Rehabilitation

During the four year period since the $20,000,000 bond fund money has been made available, San Francisco's transit system has undergone a remarkable transformation.

All the old street cars of the Market Railway system have been retired. The No. 1, 3, 4, 5, 6, 7, 8, 9, 14, 21, 22, 30 and 47 lines have been converted from street car to trolley coach. The new No. 12 trolley coach line was added last month.

The No. 2, 11, 25, 31 and 45 lines have been converted from street car to motor coach. In addition there has been new or extended service on 23 bus lines. Limited Stop and Express services have been provided on several lines.

A total of 648 new vehicles has been purchased included 364 trolley coaches, 259 motor coaches and 25 PCC cars. More than 100 miles of old rails have been removed and the streets repaved from curb to curb; 26 miles of new street car rails have been laid; 164 miles of new trolley overhead wire have been installed.

Four huge new maintenance yards have been built to service the Railway fleet. The remodeling of the Geary Street offices should be completed soon. A new automatic substation is now in service at West Portal, and the contract for another on outer Mission Street has been awarded. A number of new waiting stations have been built.

New wreckers, line trucks and other necessary automotive equipment have been purchased. The cable car system is being overhauled; new tracks are being laid on both the Powell-Mason and Washington-Jackson lines, and the cars are being rebuilt one by one.

California Street Cable

With the acquisition of the three lines of the California Street Cable Railway Company on January 13th, all public transit facilities in San Francisco became consolidated under municipal ownership. The private company had ceased operation of the lines five and a half months previously due to financial difficulties.

The California Street Company was one of the first cable railways in San Francisco, starting operations in 1878. At the time the company discontinued service, they had 47 cars and employed 139 persons.

At the present time, the Municipal Railway operates 1136 vehicles over a total of 540.68 route miles, as follows:

Motor Coaches	477	Rte. Mi.	359.12
Trolley Coaches	398	Rte. Mi.	110.96
Street Cars	185	Rte. Mi.	53.95
Cable Cars	74	Rte. Mi.	16.65

(This is the concluding article of a series devoted to San Francisco's transit history.)

(Below) It wasn't so long ago that the No. 31 street cars on Balboa Street were a familiar sight. The line was converted to motor coach in July of 1949.

(Above) In August of 1947 most street cars were still being routed to the Ferry Building. Cars and coaches had not yet been wholly converted to the new green and cream color scheme, and there were still vehicles bearing the colors of the old Market Street Railway as well as the blue and gold of the original Muni.

The reconstruction of the inner tracks on Market Street followed by removal of the outer rails, kept that thoroughfare in an upheaval over a period of years. This picture was taken just a few weeks before Hayes street cars (upper right) were discontinued.

Street cars had to share the Ferry Loop with motor coaches following the first bond fund conversion in 1948. A trolley coach loop has since been installed, and all street cars now go to the Bridge Terminal.

Along with the many other improvements, four large and modern maintenance units were completed under the bond fund program. Below is a section of the vast inspection pit area at Potrero trolley coach yard.

APRIL "MUNI MAN" AWARD GOES TO EDDIE HAVENS

POTRERO TROLLEY COACH OPERATOR IS 20TH TO WIN $50 COURTESY PRIZE

Eddie Havens trolley coach operator on the No. 41 Union-Howard line, has been chosen as "Muni Man of the Month" for April. He is the 20th Railway employee to win the $50 prize.

Although Mr. Havens has been with San Francisco's transit system for almost 26 years, he still retains some of his original Louisiana drawl. He seems to have a knack for making passengers feel that he is "glad to have them aboard." He has been on the No. 41 line for so many years that many of his riders look on him as an old friend and give him occasional small gifts. One woman was so appreciative that she brought him a large, beautifully decorated cake with his cap number in icing on the top.

Mr. Havens is married and has two boys, Eddie Jr., 16, and Philip, 5. He served four years with the Navy as a Radio Operator prior to his employment with the Market Street Railway in 1926.

Present at the award ceremony were Iver C. Larson, San Francisco Manager for the National Safety Council; William F. Fielder of Fielder Sorensen & Davis, donors of the award; E. Escallier, President of the Lafayette Club and a good friend of Mr. Havens; J. H. Turner, Manager of Utilities; and Harry E. Cooley, Assistant Superintendent of Transportation for the Municipal Railway.

A total of 950 commendations were received during April. The list of those commended follows:

California Cable

A. J. Campagna, W. P. McPartland, Christian J. Meier, Barney Owens, Harley A. Poda and Thomas E. Young.

Geary

Earl Lewis Benson, Joseph Bialy, Martin L. Deane, Clarence Edwards, Francis Eigenman, John H. Fitzgerald, George L. Fordtran, S. S. Goldstone, Edward P. Gorevan, James Kelly, James O'Connor, George J. Wuttke and Tom Alan Young.

Geneva

Ashby Anderson, Albert Buriani, Roy Crane, Peter Diduch, John J. Domas, Emil J. Ellien, Marion F. Higuera, Joseph E. Hood Sr., Andrew Houston, Judd Jorgensen, Thomas D. Kelleher, Gaston P. Lebrun, Eugene E. Mason, J. J. O'Brien, Frank A. Offen, Joseph Orner, Henry A. Ruffoni, Christopher Ward and Charles W. Woodfield.

Kirkland

Glenn E. Adams, T. A. Arditi, Thomas J. Barton, Henry X. Benjamin, Roderick E. Betts, Booker T. Brooks, Andrew Lee Brown, Nelson L. Brown, John S. Bryant, Waymon Burrell, Larue Carter, Donald E. Chapman, Julia M. Dantignac, William J. Fay.

Oliver L. Gildea, Leroy Hancock, Clyde E. Hardin, Arthur D. Harris, Harry E. Harvey, Gerald K. Hulse, George A. Hurlbut, Paul Jones, Merle M. King, Henry W. Kroencke, Vernie MacDonald, James H. Mackin Jr., Donald J. Marshall, John J. McDonagh, Tony A. Medina.

P. H. Nathan, Martin Nicolaisen, Julius P. Paslin, Emil J. Pieroni, Richard D. Ponne, Eddie R. Ravare, Tony J. Scarabino, Bob Lee Senn, Raymond J. Sheehan, Edward L. Strong, Eugene Sweet, James A. Tarver, Charles Williams, Louis A. Wilbrand and Freddie L. Williams Jr.

Ocean

C. Asimakoupoulas, Charles J. Barnett, Henry D. Baugh, James P. Brasesco, Calvin Brown, Emil Carlson, Henry L. Cologne, Robert Coppinger, Thomas P. Dunnigan, C. E. Ehrhorn, M. F. Figgins.

Harry J. Garabedian, Dallas R. Gifford, Rose F. Gifford, Raymond C. Gnecco, Thomas Gowanlock, Tino D. Grannucci, William H. Hage, Cecil S. Harvey, D. E. Haskell Jr., Adam Jackson, Frank Jackson, Emory C. Jeans, Cecil Ray Johnson, Woodrow W. Johnson, Justin Jutus Jr.

Walter J. Larson, Willie B. Liggons, Herbert W. Light, Douglas F. Locke, Edward John Long, Charles L. Lowery, Alvin A. Lusto, G. I. Mattson, C. M. Mitchell, Raymond D. Mutter, Harry T. Nelson, Morris M. Newman, Leon Perry, Frank D. Petiti.

Jacob R. Quistad, Wilbert E. Randall, James D. Russo, Manuel T. Saunders, Alfred W. Seltzer, Reginald Simpkins, Joseph Smigiani, G. W. Thompson Jr., Bruce C. Turner, Dorothy M. Turpin, Johnnie C. Vaught, James Verducci, Therman H. Wells, Victor C. Whiteley and Lewis W. Zimmerman.

Operator Eddie Havens looks as cheerful and efficient behind a desk as he does behind a steering wheel. Here, left to right, are William F. Fielder of Fielder Sorensen & Davis, Mr. Havens, and E. Escallier, President of the Lafayette Club and a close friend of Mr. Havens'.

Harry E. Cooley, Assistant Superintendent of Transportation, looks on proudly as Mr. Havens is congratulated by Iver C. Larson of the National Safety Council.

Potrero

Jose Lee Abeyta, Anthony J. Allaria, Lawrence E. Bailey, Fred C. Barnett, Andrew G. Baronik, Eber Leo Becker, Duilio Berti, James Brown, Frank E. Butler, Robert O. Cleaver, Wilford C. Daniels, Samuel A. Draper, Harvey L. Emge, F. J. Enright, Lee S. Falls.

Robert L. Gagen, William C. Gaines, Earl N. Greene, Roy W. Hanavan, Joseph R. Hann, Thomas D. Harvey, Eddie Havens, Milburn Heimsoth, Nelson T. Hill Jr., Walter A. Hines, Morris Hudson, George D. Jacobs, James W. Johnson, Edwin Jostmeyer.

Clarence Ketten, Oram S. King, Stormey Knight, Lester Lewis, Henry G. Llamas, Francis F. McManus, Charles M. Medaris, Laverne C. Mogensen, Raymond S. Moses, Carl L. Mullins, Thomas P. Murphy, H. J. Newbecker, Harry A. Postell, Cliffford S. Perotti, Edward Prendeville.

Donald Cameron Ray, Raymond E. Ray, Paul A. Raymore, Stanley J. Sekulski, Charles D. Sprague, Edward V. Takacs, Moses M. Thomas, Delg Paul Tufo and Johnnie Walker.

Presidio

Kirby Alexander, Carl C. Barton, Floyd R. Boothe, Everett J. Broessel, Fred B. Buckner, Bernard G. Bunn, Oscar F. Carlson, Ray G. Carroll, Mike Carpine, William J. Costello, Thomas S. Cullen.

Everett M. Dawson, Lilburn B. Delaney, James P. Donnelly, G. T. Gunderson, W. J. Gillette, James Hamilton, Clifford B. Henry, Francis W. Heywood, John Lee House, E. R. Huebschman, Horace H. Huey.

Everett L. Jackson, Bruce E. Journey, Charles E. Lassiter, John W. Mark, Joseph McCowan, James R. Nyhan, Bernard Pederson, Francis O. Rider, Hugh E. Roberson, Winston L. Sherard, Hiram C. Short, Jr., James L. Simpson, Arthur Taylor Jr. and Paul R. Willbanks.

Washington - Mason

Orin E. Harder, George Jennings and George W. Lessane.

OFFICE NEWS

Proving that her victory in the Civil Service Association's first annual bowling sweepstakes was far from a fluke, *Betty Ann Hodgson* slapped out sixth place in the Jo Waugh Tournamnt at Burlingame. Undaunted by the fact that she was competing against the cream of Northern California's feminine keglers and undismayed by reason of strange alleys, the strawberry blonde banged out three 200 games out of the four shot. . . . *Tim Sullivan* is back in the fold after doffing a chief petty officer's uniform. The good-looking track foreman did duty in Korean waters. Upon his return to the U.S.A. he was stationed at Tongue Point at the mouth of the Columbia River, just north of Astoria, Oregon. The ace handicapper says that they had 13 inches of snow there in January, and he's glad to be back to 'Frisco and her fast tracks. . . . Just after bowling his massive 696 series in the Association sweepstakes, *Jimmy "The Arm" Dickinson* reached into his wallet for a look at a raffle ticket that he holds. Lo and behold, the number it bore was 696 also! A charming "coinkydink," as *Jim Pagee* says. . . . *Denis Callaghan* has returned to work after an illness of several months. Denny has 31 years' service with the road, and is looking forward to his retirement soon. . . . *Herb Tait* is a grandfather for the second time, with a grandson named George Louis Moran. George's 4-year-old sister, Laise Madeline, is the apple of Herbie's eye. And just think, 'Erb "might 'ave been a single guy today, if the wind 'ad only blown the other way." . . . *Theresa Taylor* retired after 34 years and five months with the Railway. The dynamic Tess, who has more pep at 66 than most girls have at 16, first came to work up on the hill on November 21, 1917. . . . *Frances Sanchez* has returned to a desk in the Leave Department. . . . Bumped into Mrs. *Amy Spencer* on the "B" car the other day. She was carrying her pretty little blue-eyed blonde daughter, Susan, in her arms. . . . *Ray "Wonderful" Farrell* has moved to the Money Room as a Teller. . . . *Eleanor Constant* and *Ann Burke* are on the sick list.

RAILWAY MEN WIN POSTS IN CITY-WIDE ORGANIZATIONS

Several of our Railway employees have been elected to important posts in city-wide organizations recently. John J. Barry, Claims Investigator, topped the list in the election to the Health Service Board. Ethel Davis and Joseph P. Crosson, another former Railway employee, were right behind him.

In the Civil Service Association election, Frank McQuaid, Presidio Shop Foreman, and Martin Wormuth of the Bureau of Personnel and Safety, were elected as members of the Executive Committee. The new president is Jim Duffy, a former Railway employee.

Incidentally, Jacqueline Morgan of the Geary Superintendent's office won the attendance award at a recent Civil Service Association meeting and received a beautiful automatic electric percolater.

FINALISTS IN "MUNI MAN OF THE MONTH" CONTEST FOR APRIL

Andrew G. Baronik, Potrero Division, No. 33 line, employed November 8, 1933.

Mike O. Carpine, Presidio Division, No. 5 line, employed December 13, 1934.

George A. Hurlbut, Kirkland Division, No. 31 line, employed July 11, 1947.

Jndd Jorgensen, Geneva Division, Extra Man, employed January 24, 1952.

Edwin Jostmeyer, Potrero Division, No. 33 line, employed October 7, 1944.

Thomas D. Kelleher, Geneva Division, Collector, employed May 17, 1923.

George W. Lessane, Washington-Mason, No. 60 line, employed October 26, 1945.

Emil J. Pieroni, Kirkland Division, No. 19 line, employed January 2, 1935.

Arthur Taylor Jr., Presidio Division, No. 21 line, employed October 1, 1947.

HERE'S WHAT OUR PASSENGERS SAY ABOUT US

Some of our passengers think San Francisco has the finest transit system in the world. Others think it is the worst. In fact, after reading some of the letters of commendation and complaint which come in during a month, it hardly seems possible that the writers can be talking about the same company.

During the month of April the Railway received 950 commendations and 121 complaints. That's the lowest complaint total in quite a few years—last year we were getting as high as 400 complaints a month.

The ratio of commendations to complaints is certainly favorable. However, it is also true that one bad complaint does more harm than can be offset by a dozen commendations.

THINGS WE DON'T LIKE TO HEAR

Every month we have dozens of passengers who complain of being passed up by one of our vehicles. Here's the way one man put it. "Ordinarily I consider myself a fairly even-tempered individual, but if there is any one thing that can make me boil, it is to have a coach operator drive right past me without a glance in my direction when I have been waiting patiently at the stop sign for some time. That's what happened the other night—and the coach wasn't loaded by any means either. We were several people at the corner, including one poor old fellow with a cane and several bundles. Your operator certainly didn't make any friends that night . . . "

Such occurrences are inexcusable and are a direct violation of Railway rules. Another violation which brings many complaints is failure to pull buses up to the curb. Reckless, rough driving is a third heavy contributor to the complaint column figures.

However, probably the chief offense of all is plain, downright rudeness. It isn't always easy to be polite in such a business as ours where we handle thousands of passengers each day, many of them abusive and irritating in the extreme. We must always remember, though, that handling such people tactfully is a fundamental requisite of the job.

We may get very annoyed when a passenger gets on the wrong coach or when he insists on getting off at an unauthorized stop. Even so, it is never necessary to make such remarks as "Why don't you read the sign" or to embarass passengers who don't understand certain rules.

Our passengers have a right to be treated with dignity and respect. We can't expect them to continue to do business with us unless we show that we appreciate their patronage and are glad to serve them.

THINGS WE LIKE TO HEAR

Our passengers are just as enthusiastic in their compliments as they are bitter in their complaints. They are particularly susceptible to courtesy on the part of the operator. In many cases an operator's courtesy has changed what might have been a complaint into a commendation.

For instance, the following letter arrived as a glowing tribute to one of our employees who, if he had not been so tactful, might well have been the subject of abuse instead. The letter reads, "When the operator refused to accept my transfer, it was the last straw in what had been an extremely trying day. Everything had gone wrong, and of course I proceeded to take it out on your employee. If he had snarled back at me (as I suppose I really deserved), we probably would have ended up with quite a scene. But he completely disarmed me with a smile and a gentle reply. 'I'm sorry, sir. I didn't make the rules, and I know it wasn't your intention to break them either.' That did it. I paid my dime and settled down like a lamb. Such an employee cannot help but reflect credit on your company."

Another letter which we particularly liked was from a woman who seemed to feel that courtesy on the part of the driver was contagious to the passengers. She says, "Friday morning I boarded this operator's bus and was greeted with a 'Good Morning'. This surprised me so much that I asked 'Please' for a transfer. I noticed that the other passengers exchanged greetings with the driver, and I could not help thinking how marvelous if every driver could start a 'chain reaction' of friendliness like this."

It's always particularly pleasant to hear from out-of-town people who have been charmed by our San Francisco car men. One writer states, "We have lived in New York and other large cities in the East and never before have we come in contact with more genuinely pleasant people. The courtesy on buses and trolleys is completely out of the realm of anything we have previously encountered."

Here's another that reached our "Muni Man of the Month' desk: "Anyone using your Muni lines just can't help admiring the splendid year around service of your courteous bus drivers. Be it rain, fog or sunshine, during rush, lull or night hours, the vast majority are always smiling, so pleasantly making change and giving route directions that it is questionable as to which should be 'Man of the Month.' "

That's the kind of thing we like to hear. Let's have more of these and fewer of the kind we DON'T LIKE to hear.

NO PHOTOGRAPHS

Two of our "Muni Man" finalists dodged the photographer this month. They were Frank Jackson of Ocean Division and J. J. O'Brien of Geneva Division.

LINE DEPARTMENT

Friends of Lineman *Al Walker* will be interested to know that he has left the Line Department for better things. A job selling wine, no less. His financial affairs are being put in order by brother-in-law *Harold Hurtt*. . . . As replacement for Walker, the Line Department inherits the second generation of the House of Morgan. To show *Bill Morgan* the ropes and get him started on the right foot, he has been assigned to work with *"Jasper"* Gordon and *Harold Hurtt*. . . . A formidable hazard to the Line Department at their new Bryant and Division quarters is the proximity of the Rainier Brewery. . . . Although it was just coincidence, *Ed Belasco* insists that it was Irish skullduggery which located his locker adjacent to the rest rooms. . . . At the new Phelan Avenue terminal, we notice that they have planted ice plant instead of lawn. If this trend continues, we may expect more and more of the Park Department's linemen to come over to the Muni. . . . When one of the linemen mentioned the dust at the new quarters to *Vic Peterson,* he quipped, "When that janitor gets through sweeping, he'll be down to bedrock." That's a joke, son.

DOLORES CADELL
REF DEPT-PUBLIC LIBRARY
CIVIC CENTER
CITY 2

POSTMASTERS:
Forwarding or return postage, or notification (with key) or form 3547 guaranteed
TROLLEY TOPICS
901 Presidio Avenue
San Francisco 15

Sec. 34.66 P. L. & R
U. S. POSTAGE
PAID
Permit No. 4632
San Francisco, Calif.

PROMOTIONS

We extend sincere congratulations to the following men who have recently been promoted:

William F. Riley, from S102 Conductor to S111 Inspector.

Cecil B. Butts, from S102 Conductor to S111 Inspector.

Guy L. Galloway, from E200 ERSM to E202 Sr. ERSM.

Lee J. Brant, from M53 Auto Mechanic to M54 Auto Machinist.

Vittorio Nomellini, from J152 Trackman to J166 Track Foreman.

Allen W. Dahl, from E200 to E202 Sr. ERSM.

Louis J. Angeli, from S102 Conductor to S111 Inspector.

Raymond H. Farrell, from B222 General Clerk to B102 Teller.

Harry A. Krohn, from E200 ERSM to E202 Sr. ERSM.

Victor C. Peterson, from M10 Superintendent of Automotive Equipment to M20 Superintendent of Equipment.

Carl L. Dalessio, from E200 ERSM to E202 Sr. ERSM.

Curtis L. Fent, from M55 Foreman Auto Machinist to M10 Superintendent of Automotive Equipment.

James J. Finn, from G52 Sr. Personnel Assistant to B77 Executive Secretary to Manager of Utilities.

Albert Yee, from E200 to E202 Sr. ERSM.

TRACK DEPARTMENT

Nice to see the boss, *John Ryan,* back on the job again. He had a long siege, but looks fine now—probably needed a rest anyway. . . . Financial Consultant *Ethel Kearny* is still in business and will provide the latest stock market tips (nominal fee, of course) to those who have any money to invest. . . . We're all happy to see *Tim Sullivan* back from the Navy and looking young and handsome as ever! Tim has had some pretty interesting experiences, but is glad to be back with the good old Muni.

BUMPER CROP

MANY DESERVING EMPLOYEES ARE MISSING CHANCE FOR "MUNI" MAN" PRIZE BECAUSE CAP NUMBERS ARE HIDDEN

"I am writing in the interest of the many deserving employees who never get a vote, not because they do not deserve them, but because the public who are eager to reward them are unable to get their numbers. Isn't there some way the numbers could be placed so as to be seen more easily? I am sure you would have a far greater response."

This is from a letter written by Mrs. M. Campbell, 811 Carolina Street, and it is an observation that has been expressed by many others.

Mrs. Campbell goes on to say, "It is very pleasing to see the change that has taken place since the 'Muni Man' program began. It has done much to relieve the irritation that was formerly felt between bus drivers and the public. One hears courteous 'Good Mornings' and 'Good Nights' where before nothing was said. Keep up the good work."

We certainly appreciate Mrs Campbell's comments, and think they should serve as an excellent reminder to keep those cap numbers shiny and clearly visible.

TROLLEY TOPICS

Vol. 7 JUNE 1952 No. 6

CITY & COUNTY OF SAN FRANCISCO
Elmer E. Robinson, Mayor

Published under direction of the
PUBLIC UTILITIES COMMISSION

Oliver M. Rousseau, President
Sam McKee Victor S. Swanson
Edward B. Baron Donald A. Cameron

Adeline Svendsen, Editor
Charles L. Reed, Artist
Marshall Moxom, Photographer

REPORTERS

Jim Lewis John Whitney
John Hurst Ken Howard
Anthony Campagna Marie Jackicich
Emery Dutcher Bud Soward
Joe Kennealy Harriett Oland
Jim Leslie Skip Sawyer
Harry Franklin Elven Whelpley

Address communications to 1345 Turk St.
San Francisco 15, Attention Editor

MOTIVE POWER DEPARTMENT

We're glad to welcome *Herbert Meyer* back to the Railway as a permanent Governorman. He's been working down at City Hall for the past five years, but before that he was one of our l.t. employees . . . *Henry F. White* started out for Connecticut on his vacation this year, but between the floods and the oil strike, he only managed to get as far as Wyoming where he had to turn back. . . . *Fred Cook* flew back to Chicago to visit his daughter and celebrate her birthday with her. Be sure to ask Fred about the three girls he kissed "Goodbye" when he left San Francisco.

TROLLEY TOPICS
MUNICIPAL S.F. RAILWAY
e 7 JULY - AUGUST, 1952 No. 7

Railway's Progress Reflected in Review Of New Developments

San Francisco's transit improvement program has continued to develop over the past few months, and many projects are still under way. Following are some of the changes which have taken place as well as some of the highlights of the program scheduled for the future.

May 18 New City College Station

On May 18th the new City College Station was opened for service. The terminal is located at Phelan and Ocean Avenues and serves passengers on the "K" street car, No. 36 motor coach, and the newly established No. 12 trolley coach line (see below).

May 18 No. 12 Trolley Coach Line

On May 18th the new No. 12 Mission-Ocean trolley coach line was established running from the Embarcadero via Mission and Ocean Avenues to City College Station. Passengers may transfer here to the "K", No. 36, and (on Sundays and holidays) to the No. 18 line.

May 18 Night "K" and "L" Service

On May 18th through street car service was restored at night on the "K" and "L" lines. Through service from the Bridge Terminal is now available on these lines from about 5:00 a.m. to about 2:00 a.m. On "Owl" service the inner terminal is at 9th Street where transfer may be made to the No. 8 line.

Also on May 18th, the No. 48 motor coach line, which had formerly provided night service for the "K" and "L" lines, was discontinued.

June 1 Fare Increase

On June 1st the basic fare of the Municipal Railway was increased from 10 cents to 15 cents. At the same time, school fares were raised from 5 cents to 6 cents and Sunday passes went from 35 cents to 50 cents.

The increased fare resulted in a 10 per cent decrease in passengers and a 33 per cent ($471,000) increase in revenue during June over the preceding month.

Street cars, trolley coaches and motor buses use the new loops which have been constructed at Phelan and Ocean Avenues. The new City College Station is barely visible behind the cars.

June 11 Turk Street Demolition

On June 11th work was started on tearing down the old Line Department Building at Turk and Fillmore. Our Railway Power & Plant Department is handling this job and has been able to salvage considerable valuable lumber from the old building, which served many years ago as a stables for the Market Street Railway and its predecessor companies.

June 29 "8-in-10" Schedules

On June 29th the "8-in-10" work hour schedules became fully effective. Schedules were rearranged after Superior Judge Albert Wollenberg ruled last March that Muni employees had to be paid for a full 8 hours worked within a time limit of 10 hours, and that any work beyond these limits must be paid for at overtime rates.

Some 200 additional vehicles are now in operation during off-peak hours than were formerly employed. Cost to the Railway is estimated at $950,000 per month.

June 29 Night "N" Service

On June 29th, night street car service was restored on the "N" Judah line. "Owl" service continues to be provided by motor coaches.

June 30 No. 31 Line Service

On June 30th, through service to the Ferry Building on the No. 31 Balboa line was added during off peak hours in addition to the through service already provided during the peak hours. At the same time, the No. 31 schedule was changed to provide

(Continued on page 2)

The old Line Department building at Turk and Fillmore, which is now being torn down, was used as a stables for horse-drawn maintenance vehicles in 1905 when this picture was taken.

local service at all hours, with limited stop service provided only during the peak periods.

Also on June 30th, the No. 34 Eddy line was discontinued in favor of the improved service on the No. 31 line, which covers the same route.

June 30 No. 2 Line Service

On June 30th, service on the No. 2 Clement line was changed to provide trips to Fort Miley during the mid-day period as well as during the peak hours.

June 30 No. 5 Line Service

On June 30th, limited stop service by motor coach on the No. 5 line was discontinued in favor of increased regular service throughout the day using trolley coaches only.

June 30 Col. Mills Report

On June 30th, Col. Marmion D. Mills presented his "Report on Rapid Transit for San Francisco" to the Public Utilities Commission. The Colonel presented three possible solutions to the San Francisco transit problem — an elevated railway, a monorail or a subway.

At the same time, Col Mills presented a "Report on Activities" in which he stated that the management and staff of the Municipal Railway, together with equipment, transit coverage, etc., is equal to any transit organization in the United States or Canada.

July 1 Wage Increase

On July 1st Municipal Railway operators and street car men were increased 1991 cents an hour to $1.8354, highest rate in the history of the line and one of the highest in the country. The old wage was $1.636 per hour.

The new rate was established in accordance with the City Charter provision which holds that the Muni wage will be the average of the two highest rates paid by transit systems in the State. The local increase is based on the hourly wage of $1.8808 paid by the Torrance Bus Company and $1.79 paid by Pacific Electric Railway. Cost to the Railway is estimated at $1,100,000 a year. (Complete cost, together with increase due to "8-in-10", is over $2,000,000 a year.)

At the same time the Railway's office, shop and track employees received wage increases totalling $360,000 a year.

July 11 No. 28 Line Rerouted

On July 11th, the No. 28 Nineteenth Avenue line was rerouted to extend into the new Stonestown shopping area, via Junipero Serra Boulevard, Eucalyptus, 20th Avenue and Winston Drive. This service is provided from 8:30 a.m. to 10:00 p.m. (approximately) on week days. On Sundays and holidays and during hours when the business center is closed, the No. 28 line will follow its old route straight across Junipero Serra Boulevard.

July 21 Bond Issue

On July 21st, the Public Utilities Commission approved an $8,981,600 bond issue program to complete the rehabilitation of the Railway and asked the Board of Supervisors to place the bond issue on the November ballot. The program provides for rehabilitation and unification of the cable lines, retaining the No. 59 Powell and No. 60 Jackson in their present form with a third line which would include the inner portion of the California Street line as far as Hyde, and running northbound on Hyde to Pacific Avenue; conversion of the Geary and Church Street car line to trolley coach; and conversion of the Hyde Street and Jones Shuttle cable lines to motor coach. The program calls for purchase of 15 new PCC cars for the tunnel lines as well as 95 trolley coaches and 113 motor coaches. Two more automatic sub-stations would be added, and improvements are also scheduled for the automotive shops.

July 21 Transit Authority Plan

On July 21st, the Public Utilities Commission submitted to the Board of Supervisors a request for a Charter amendment which would place the Municipal Railway under a Transit Authority which would have power to control all the functions which have hitherto been administered by various city departments. It seemed doubtful, however, that the plan could be prepared and approved in time to qualify for the November ballot.

July 28 Carbon Shoes for Street Cars

On July 28th work was started on the changes in street car overhead which will be necessary for carbon shoe operation. The Railway's Line Department will do the work, which should take about 60 days to complete.

Specifications are also being prepared for the job of replacing the trolley wheels on street cars with the shoes. Necessary materials for both the overhead and the street car changes have already been purchased.

Wear and tear on the overhead lines will be considerable less once this installation has been completed.

August 13 Haugh Proposal

An offer to lease the Railway for 25 years at about $1,120,000 annually will be discussed by the finance and public utilities committee of the Board of Supervisors on August 13th.

Jesse L. Haugh, San Diego transit official, made the offer which is based on an annual rental of 3⅓ per cent of the value of the railroad plus an annual franchise fee of 2 per cent of the gross passenger revenue. The plan called for the expenditure of around $15,000,000 for new equipment and plant improvements. Street cars would be replaced by trolley coaches and diesel buses. While Mr. Haugh would retain the Powell Street cable, additional cable lines would be run at the city's expense.

Cost of preparing the Twin Peaks and Sunset tunnels for coach operation would be borne by the Haugh organization, but the city would be liable for other track removal. The city would also be responsible for Muni bond payments, which average $1,800,000 a year.

September 13 Mission Substation

Construction of the new Mission Automatic Substation at Russia and London Streets is expected to be finished by September 13th. The equipment for this station cost about $71,000, and the cost of installation is around $14,000.

October 3 Geary Carhouse

Due to the carpenters' strike, the remodeling of the offices at Geary carhouse, which was originally slated for completion in August, is now expected to be completed by October 3rd. Martinelli Construction Company is doing the job at a bid price of $83,000.

October 20 No. 17 Line Change

On October 20th (date is tentative and will depend upon completion of road now under construction) the No. 17 Park-Merced line will be rerouted as follows: From West Portal Avenue via Junipero Serra Boulevard, Eucalyptus, 20th Avenue. Lake Merced Boulevard, Font Boulevard, Cambon Drive, Gardenas Avenue, Serrano Drive and back to Font Boulevard.

October 29 Geneva Ladder Tracks

The reconstruction of the ladder tracks at Geneva is scheduled for completion on October 29th. Eaton & Smith has the contract at a price of $24,390. Materials for this job cost another $35,000 (approximate).

Cable Track Reconstruction

A contract for the reconstruction of the cable tracks on Steiner, Jackson and Washington Streets (west of Taylor) has been submitted to the Public Utilities Commission, and the award should be made shortly. Our Railway Track Department is bidding on the job.

Another contract for track work on Powell Street between Geary and California Streets will be submitted to the Commission soon. This job involves replacing the brick street surface on Powell Street with paving, and the Board of Public Works will share the cost.

A third cable track contract is being prepared and will call for the reconstruction of the three-rail tracks on Powell, Jackson and Washington (east of Taylor).

Cable Car Reconstruction

Five cable cars have been completely rebuilt at Elkton Shops, and work is starting on the sixth. The cars will be just like new as practically every scrap of wood is being replaced, and all are being freshly painted. At the same time, the California Street cable cars are also being newly painted, and the design on the ends has been changed slightly to provide a more suitable background for the advertising space required there.

Industrial Safety Meetings

A series of monthly safety meetings for shop supervisory personnel has been instituted, and about 50 men are enrolled. Purpose of the meetings is to set up a program to reduce the number of industrial accidents which now occur throughout the Railway.

Central Information Bureau

Our Central Information Bureau has been in operation about six months and has received many appreciative comments from the public for the service rendered. The Bureau is now handling over 5000 calls per week.

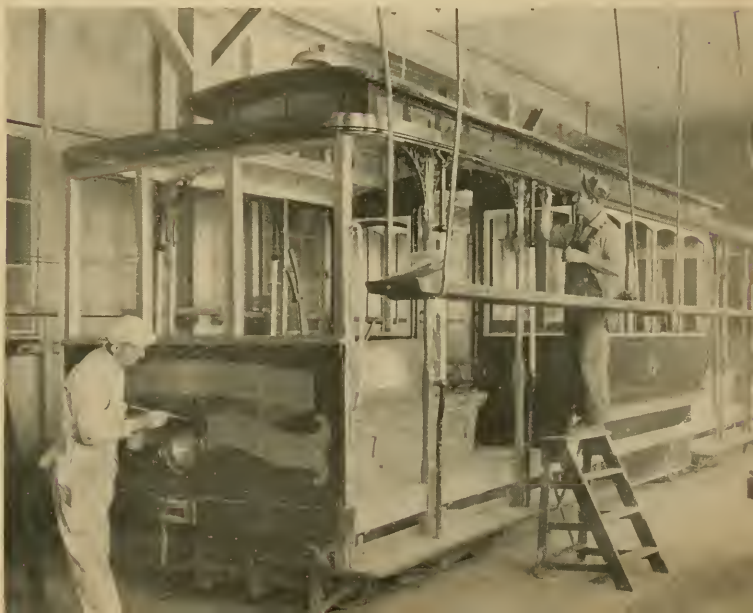
T. C. Loop, S.P. Depot

The reversal of the No. 30 line trolley coach loop at the S.P. Depot is being held in abeyance at the present time pending the removal of the tracks on 3rd Street and also the final determination of the one-way street pattern as it affects 3rd and 4th Streets.

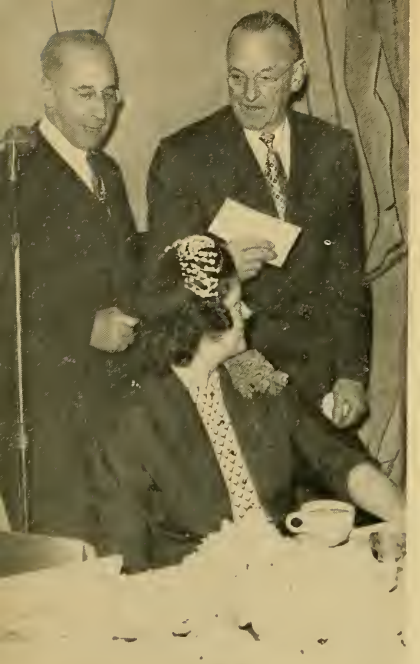
Track Removal

The Board of Public Works has started track removal on the Turk-Eddy-Mason Street job, and the No. 16 and 31 lines are being rerouted during the reconstruction. Turk Street is being torn up first, and Eddy Street has been made a one-way street westbound. Therefore, the No. 31 line will run inbound on Ellis and outbound on Eddy. The No. 16 route will also go outbound on Eddy instead of Turk. Inner terminal will be at Mason and Eddy instead of Mason and Turk.

Tracks will also be removed shortly on 29th Street (which will affect the No. 27 line), on Third Street (No. 15 and 42 lines), on Cortland Avenue (No. 10 line), Van Ness (No. 45 and 47 lines) and on Valencia Street (No. 26 line).



Painters at the California Street car house are responsible for the gleaming colors which may now be seen on a number of the old cars.



Above: Railway Manager C. D. Miller made the presentation speech to Al Betts at a banquet held in honor of several retiring employees. Donald Mazzoni served as toastmaster, and the committee included Peter Beasley, Herbert Wilson, John Barry, Edward Grant, Al Felder and Maurice Murphy. Below: Herb Tait receives good wishes of City Attorney Dion Holm, who made the speech in his honor.

OLD-TIMERS RETIRE AFTER LONG SERVICE

The Railway has lost a number of hard-working employees during the past few months. Unfortunately there is not space to give full credit to any of them, bur a few are mentioned briefly below, and all are listed in the box on the opposite page. Railway management expresses gratitude to all of them for their many years of service and a hope that all will enjoy the long-awaited leisure which is now theirs.

Alfred Betts

Claims Investigator Al Betts retired on June 30th after 22 years of service. He started on October 16, 1930 as a Motorman and received his appointment as Inspector seven years later. He has been with the Claims Department as an Investigator since February 1, 1945.

Hugh Duffy

The last of the Muni's original employees, Inspector Hugh Duffy, retired on June 30th after 39½ years with the Municipal Railway. He started to work originally as a motorman with the United Railroads in 1910 and later won a place on the first Civil Service eligible list for Muni employment. Since 1920 he has served as an Inspector.

Matilda Husk

Tillie Husk started as a Stenographer in the Claims Department on October 6, 1947, and has remained there until her retirement on June 30th. She will be missed from the Collection Desk where she has served so faithfully.

Robert Scott

Robert Scott started with the Market Street Railway on March 20, 1924 as a Conductor and came over to the Muni with the consolidation in 1944. He became an Inspector July 1, 1948 and served in that capacity until his retirement on June 30th. He was active in the A.F.L. Carmen's union, having served both as president and business agent.

Mario Spinetti

Mario Spinetti

Storekeeper Mario Spinetti, who started with the Market Street Railway on October 5, 1908, retired on June 30th after almost 44 years. His first job was in the transfer room at the old Oak and Broderick carhouse, and since the consolidation he has handled the transfers for the Municipal Railway.

Herbert W. Tait

Herb Tait started with the Municipal Railway as a Conductor on January 28, 1915. On January 10, 1929, he became an Inspector and has served as a Claims Investigator since 1938. A great part of that time has been spent in the City Attorney's office where he endeared himself to all who came in contact with him.

Tess Taylor (in light dress at center of speakers' table) was honored at a luncheon at the Bellevue Hotel in token of her long service with the Railway, starting in 1917.

When Tillie Husk (in center front) retired, her co-workers gave her a memorable party, as evidenced by the many gifts and beautifully decorated cakes.

Theresa C. Taylor

Tess Taylor, Telephone Operator, retired April 30th after nearly 35 years with the city. Mrs. Taylor started with the Muni Railway on November 21, 1917 when Thomas A. Cashin, the first Railway manager, was still in office, and has since served under three general managers: Fred Boeken, William H. Scott and C. D. Miller.

SORRY!

We jammed everything we could into this issue (and some of our reporters are going to be crying because we cut their copy). Nevertheless, there are a number of important stories that will have to be held over for the next issue and the next editor. Among these are notices of promotions, deaths, transfers, etc. We hope our readers will understand that these pages simply will not stretch, and that we have to postpone using those articles where timeliness is not of the essence.

Retirements

Name	*Classification*	*Employed*	*Retired*
Hopley S. Anderson	Geneva Conductor	7-26-20	6- 1-52
John A. Bartlett	Geary Conductor	9-14-21	6- 1-52
Alfred Betts	Claims Investigator	10-16-30	6-30-52
Vance Carl Boyer	Geneva Conductor	7-23-07	5-20-52
Theodore Bregy	Sr. ERSM	11- 9-26	6-30-52
John Canevari	ERSM	6- 2-12	6-30-52
Edward Cranna	Geneva Conductor	7-27-25	7- 1-52
Leonard Cristiani	Geneva Conductor	11-23-42	7- 1-52
Daniel T. Daly	Janitor	3- 8-26	5-31-52
William Daly	Geneva Motorman	10-23-17	7- 1-52
Cornelius Desmond	Geneva Motorman	6-30-24	7- 1-52
George H. Devany	Car and Auto Painter	1-26-42	6-30-52
Alexander Diamond	Geary Conductor	10-25-20	7- 1-52
Ralph Donathan	Inspector	2-28-27	7- 5-52
Hugh Duffy	Inspector	12-28-12	6-30-52
Abraham Gold	Geary Conductor	11-25-18	7- 1-52
Martin Hudaklin	Potrero Operator	8-19-17	6- 1-52
John J. Hurley	Trackman	8-23-21	6-30-52
Matilda Husk	Stenographer	10- 6-47	6-30-52
Thomas Huvane	Geary Conductor	7-17-20	6- 1-52
Emil S. Kullberg	Blacksmith	10-19-28	5-31-52
James Leahy	Geneva Conductor	9- 8-17	7- 1-52
Homer F. Lemmon	Geary Conductor	4-25-47	6- 1-52
George R. Mackin	Kirkland Operator	10-27-24	5-23-52
John W. Martin	Geary Motorman	8-23-26	7- 1-52
Alexander McDonald	Lineman	7- 1-07	6-30-52
Michael J. McDonnell	Geary Motorman	4- 4-21	7- 1-52
Martin Scanlon	Laborer	1-31-41	6-30-52
Herbert W. Tait	Claims Investigator	1-28-15	6-30-52
George F. Thomas	Geary Conductor	1-31-22	6-30-52

Above: Harry E. Cooley spoke in behalf of Inspector Robert Scott at the banquet at the El Jardin. Below: Inspector Hugh Duffy was another of the employees honored at the retirement banquet, although he was unable to be present. CIO President Mike Foley made the presentation speech in recognition of the inspector, last of the Muni's original group of employees.

BARNEY OWENS AND EMIL J. PIERONI WIN $50 PRIZES

CAL CABLE CONDUCTOR AND KIRKLAND OPERATOR GET MAY AND JUNE AWARDS

Barney Owens, a conductor on the No. 63 Jones Street shuttle, was chosen as "Muni Man of the Month" for May. He was the 21st winner of the courtesy award, and the first cable car man to receive it.

The 22nd winner was Emil J. Pieroni, who drives a motor coach on the No. 19 Polk Street line. Mr. Pieroni has been receiving commendations for his courtesy and efficiency since he started with the Market Street Railway 17 years ago. His "regulars" are particularly appreciative of his practice of waiting an extra moment for them when they are hurrying to board his bus.

Mr. Owens started with the California Street company 32 years ago and still has the same zest and enjoyment of his job that has endeared him to both local residents and tourists over the years.

Both men are married. Mr. Pieroni has three children and Mr. Owens has four.

A total of 831 commendations were received during May, and 627 were received during June. The list of those commended follows:

California Cable

MAY: A. J. Campagna, Harvard H. Clarke, S. J. DeLuca, Simon Garcia Jr., Walter V. Garry, LaVerne E. James, Christian J. Meier, Fred H. Miller Michael P. Murphy, Barney Owen and Harley Poda.

JUNE: Ed. V. Buontempo, A. J. Campagna, James O. Davis, S. J. Deluca, Raymond M. Foley, Barney Owens and Ernest A. Thompson.

Geary

MAY: Percy A. Bost, George S. Bunner, Frank Dunne, C. E. Edwards, Edward P. Gorevan, Ivan L. Harness, James Kelly, Patrick McCarthy, Murlyn L. Snyder and George J. Wuttke.

JUNE: James F. Barrett, Theodore Bradbury, John H. Fitzgerald, Ivan L. Harness, James Kelly, Patrick McCarthy, J. C. O'Sullivan and Clarence Wickett.

Geneva

MAY: Charles Otto Beck, Ralph T. Coverdale, Joseph E. Keech, Thomas D. Kelleher, Isadore Mails, Alfred P. McGrath, George Metro and Jacob J. Widmar.

JUNE: Arthur F. Beck, Emil J. Ellien, Thomas Gowanlock, Emil W. Jacobson, James A. Malerbi, Wilfred J. McHugh, Irvin R. Nelson, Demetrios Palavos, Ethel V. Rutland, John Saragosa, Harry Schwartz, Nathan Sowle and Cornelius Whelton.

Kirkland

MAY: L. Z. Anderson, T. A. Arditi, Geno H. Barni, Emil D. Boschetti, August J. Bottaro, Booker T. Brooks, Theodore W. Brooks, Robert S. Bruce, John S. Bryant, Charles Chastain, Julia M. Dantignac, Samuel E. Ford, Oliver L. Gildea, Charles F. Hanneman, Hyrum L. Hansen, Clyde E. Hardin, Luther B. Harris, A. B. Howard, George A. Hurlbut, Purnell E. Jacobs, Robert C. Jones, Martin William Kelly, Fred Latimer, William D. Lowe, Albert T. Lutge, F. C. Marshall Jr., Barclay S. Massey, McCoy Maybon, Roscoe C. Meyers, Henry A. Molina, Clifford R. Morris, Albert D. Oloan, Emil J. Pieroni, Fred T. Riegert, Mervin E. Riggs, Calvin A. Sam, George Tanzer, James A. Tarver, Walker Thomas, Charles F. Wagner, Lloyd Washington, Alvin Whitaker, R. Whittingham, Freddie Williams, Jr., and Bing Y. Wong.

JUNE: L. Z. Anderson, T. A. Arditi, Frank Aschbauer, Henry X. Benjamin, Andrew Lee Brown, Nelson L. Brown, Daniel N. Flecher, Price Franklin, Willdy P. Gazaway, Leroy Hancock, Charles F. Hanneman, Clyde E. Hardin, Gus R. Herron, Levert J. Higgins, Gratt D. Holloway, Daniel B. Howard, Gerald K. Hulse, George A. Hurlbut, Jesse J. Jones, Martin W. Kelly, Henry W. Kroencke, Samuel Lamb, William D. Lowe, Paul J. Matelli, Kenneth E. Maxwell, McCoy Maybon, Elmer Merrill, Eugene P. Peyre, Emil J. Pieroni, Nick P. Revello, Anthony Robinson, Italo Rossi, George L. Siverand, Edward L. Strong, Gabriel Syabo Jr., Charles F. Wagner, Louis A. Wilbrand and Norman E. Wright.

Ocean

MAY: Patrick P. Altieri, Jesse L. Banks, Charles J. Barnett, Sylvia B. Barr, Frank E. Bauer, Nathan F. Beavers Jr., Victor L. Berta, Jean Brice, Ray John Bunzel, Emil Carlson, Harry B. Carr, John R. D. Cheek, R. J. Clements, William C. Cochrane, Robert G. Conroy, Robert Coppinger, Martin R. Cortesi, Lucius Peter Davis, John Paul Devincenzi, John E. Dismore, Noble E. Frazier, S. J. Gallegos, Janet R. Garlock, William H. Hage, D. E. Haskell Jr., Phinus Q. Hawkins, Edward P. Hildreth, Luther E. Howard,

Conductor Barney Owens received the May courtesy award. Left to right are Cal Cable Superintendent J. J. DeMoor, Railway Manager C. D. Miller, E. B. Sorensen of Fielder Sorensen & Davis, Mr. Owens, Paul Coburn of the National Safety Council, and Safety Director Paul Fanning.

Present at the June ceremony honoring Operator Emil J. Pieroni were Division Superintendent A. J. Schirmer, A. E. Archibald of the National Safety Council, William F. Fielder of Fielder Sorensen & Davis, Mr. Pieroni, Railway Manager C. D. Miller, and Utilities Executive Secretary James J. Finn.

Orrin Clifford Johnson, Woodrow W. Johnson, Harvey Grey Kane, Zern L. Kubli, Walter J. Larson, Frank J. Latrouel, Douglas F. Locke, Charles William Long, Charles L. Lowrey, C. J. Matrinsen, George I. Mattson, Joseph P. McArdle, George D. McGuirk, Francis F. McManus, Raymond Mendoza, Peter H. Mitchell, Frank F. Mours, William R. Navas, Edgar Newlon, William C. Nichol, Frederick B. Ochoa, Young S. Paik, Edwin John Peche, Welthy Ruffin, H. Savage, Reginald Simpkins, George Stathes Jr., Walter Stone, Allie Thomas Jr., Ashford Todhunter, Walter J. Tompkins, Bruce C. Turner, Elbert B. Walls, Harold Lee Ward, John C. Welsh, Marvin L. Wheeler, Paul S. Whitten, Fred W. Wilson, Marvel O. Wren and Lewis W. Zimmerman.

JUNE: Jesse L. Banks, Charles J. Barnett, Russell Barnett, Frank E. Bauer, Ahmed Beligh, James P. Brasesco, Jean Brice, Charles Cassayre, Earl Castillo, Leon S. Christian, Henry L. Cologne, Robert A. Dance, John P. Devincenzi, John E. Dismore, A. Eisenstark, Kenneth A. Finnis, George L. Ford, Noble E. Frazer, Harry J. Garabedian, Janet R. Garlock, Louis L. Girard, William H. Hage, Paul Lee Harmon, Edward P. Hildreth, Frank Jackson, H. G. Kane, Michael Kulis, James F. Lennon, James E. Lewis, W. B. Liggons, Edward John Long, Alvin A. Lusto, Leo J. Mahoney, William F. Mayer, Birl W. McKnight, James G. Milne, John J. Murray, Edgar Newlon, Frederick B. Ochoa, Leroy Pappas, Joseph H. Roy, Cornelius Rulison, Eugene E. Rushing, Casimiro Santoni, Manuel T. Saunders, Harold G. Savage, Joseph C. Schiller, Frank Silveria, Reginald Simpkins, August John Slaby, Henry W. Stephens, John Rice Sudduth, Dennis A. Sullivan, Lawrence M. Tubbs, Johnnie C. Vaughn, James Verducci, Warren H. Weidinger, John C. Welsh, Fred W. Wilson, Paul S. Whitten and Stanley R. Wilsey.

Potrero

MAY: John A. Andrews, Luckey E. Bailey, Luree A. Baker, Andrew G. Baronik, Greene C. Belcher, Herbert Blanchard, M. C. Burchfield, Frank E. Butler, W. J. Campbell, Aragon R. Castro, Charles S. Cavitt, Leon Cohn, Ezra B. Collins, Willie Cotton, Joseph N. Crossley, Harold E. Curry, Wilford C. Daniels, Angelo Denevi, John Durkin, R. C. Forston, Nash Garcia, Neil Taylor Gaylord, Joseph R. Hann, Eddie Havens, Milburn Heimsoth, Lee Vern Heise, Ernest Johnsen, Edwin Jostmeyer, Tom H. Jackson, David D. Jones, Edwin A. Kell, Henry A. Lampe, William Lee Land, Daniel M. Lawson, Andrew Lekson, Ferrell E. Long, Louis John Maurer, Joseph McCowan, Edward J. Mullane, H. A. Nicolet, William R. Ping, Harry A. Postell, Emile L. Pratt, Anthony L. Ramirez, Frank Reed Jr., Dewey Rogers, Bert Simpson, Ervin A. Sliger Jr., William J. Smith, Moses M. Thomas, Marvin Trimmer, Eugenio Vial, William O. Wieland, James H. Williams and Ernest J. Winter.

JUNE: Luckey E. Bailey, Green C. Belcher, Raymond Blanquie, Harvey E. Brown, Maxwell E. Cohen, John W. Costello, Willie Cotton, Harold E. Curry, James E. Daniel, Lee S. Falls, A. J. Fenimore, Robert L. Gagen, Alfred J. Giordano, Earl N. Greene, Roy Hanavan, Milburn Heimsoth, Nelson T. Hill, Clay Orel Howell, Morris Hudson, James C. Hursh, Joseph W. Jennings, James W. Johnson, Edwin Jostmeyer, James P. Joyner, Edwin A. Kell, Oram S. King, William Lee Land, Margaret Lewis, Edward A. Liggins, Harold C. Lozier, Leon Lumbert, William T. Millar, Spiro A. Missa, Laverne C. Mogensen, Joseph Montaleone, William M. Noshkin, Philip E. Pate, Leroy Patrick, Charles E. Price, Harvey L. Schutt, Ellis E. Seals, David E. Smith, Rush B. Spriggs, Edward V. Takacs, Peter P. Velasquez, Ernest Washington, Clarence White, William O. Wieland, E. J. Winter and Julius Young.

Presidio

MAY: Harry P. Bouton, James J. Brackett, Bernard G. Bunn, Mike Carpine, Ray G. Carroll, Alma Mae Casaday, Charles Colman, Thomas S. Cullen, Everett M. Dawson, Lilburn B. Delaney, James P. Donnelly, Harry C. Eagan, Milton Flynn, Clifford Franklin, C. S. Gomillion, Willie Lee Green, Elyster H. Jackson, John F. Keough, Norbert Kehoe, Joseph McGowan, John McGuire, Douglas S. Nelson, Bernard Pederson, Harry B. Phillips, Emile L. Pratt, Walter Schilber, Allen Schmidling, William V. Schulz, Arthur Taylor Jr., Edwin C. Taylor, Leonard M. Wilczek, Lesley A. Williams, Roy Wirsdorfer and R. Wise.

JUNE: Eugene Anderson, Roy Anderson, Samuel Barone, Vernon H. Black, Floyd R. Boothe, Fred B. Buckner, William J. Butler, Mike Carpine, Ray Paul Cave, C. B. Craft, Thomas S. Cullen, Daniel P. Deck, James P. Donnelly, Harlan D. Evans, Clifford Franklin, James E. Goodloe, Donald Jones Sr., James Thomas Long, Angelo P. Lunardi, Wilber R. Marshall, Louis McAllister, R. K. Mingee, Bernard

Peterson, Emile L. Pratt, Walter Schilber, Allen Schmidling, Leo C. Smith, Walter C. Stone, Arthur Taylor Jr., Edwin C. Taylor, Arthur Vittori, Paul R. Willbanks and Robert Wise Jr.

Washington-Mason

MAY: James Medaxian, George E. Redus and Victor Rue.

JUNE: Claude Isaac Boyd, Walter E. Cranshaw, Boyd Cunningham, Clarence Erdmann, Orin E. Harder, Frank W. Hughson, John R. Hurst, George Jennings, John H. Kirby, George W. Lessane, Joseph N. Loftus and Gene P. Lowe.

POTRERO DIVISION

Our popular dispatcher, *Jimmy Lewis,* has been substituting at Washington-Mason and Cal Cable Divisions for a while. Jimmy is a busy boy these days — he was elected Publicity Director of the Racing Pigeon Fanciers of California for the seventh consecutive time — must be doing a good job. He made a thousand dollars profit for the Association on the Souvenir book which was put out at their recent convention. . . . It is with much regret that we report the death of the son of *James Hursh,* who was killed in Korea. The boy's name was Franklin Delano Hursh, and he was the first child in the United States to be named after the late President. Mr. Hursh used to be secretary of the Drug and Bugle Corps.

LINE DEPARTMENT

"The cat had six kittens," anounced *Ed Brown,* a triumphant ring in his voice. "Now you won't have to write about *Jason Gordon* any more." And Jason smugly agrees that the grass *is* greener in the Line Department. The fact that all six kittens are of swarthy complexion and purr in soft Genoese does not necessarily indicate that they are related to *Ed Belasco.* . . . Retired after a lifetime with the Market Street Railway and Muni Line Departments is Oldtimer *Alex McDonald.* Helpful and cheery to his last day on the job, Alex aroused a genuine affection among the rest of the Line Department. An outstanding example of this came when *Harold Hurtt* volunteered to work all the overtime that McDonald stood to lose when he took his vacation. . . Members of the Line Department sympathize with *Jack Morgan,* whose mother passed away early in July She had been bedridden for considerable time.

Safe Driver Awards

A total of 178 Railway men have received Safe Driver Awards in recognition of unblemished records as far as chargeable accidents are concerned. Of this total, 57 received two-year awards and 121 received one-year awards.

These awards have come due since the presentation earlier this year, at which time 293 employees received two-year awards and 387 received one-year awards.

Following is a list of the new award winners:

Two-Year Awards

James R. Anderson, Carmelo Azzopardi, Robert Bailey, Samuel Barone, Richard A. Barrett, Joseph F. Brechwald, Richard J. Clements, William Coffaro, John H. Coleman, Charles C. Dean, John F. DeCampos, Emil J. Ellien, Martin E. Frasu, Ernest Furness.

Henry H. Garcia, Curtis E. Green, Lake O. Green, Robert H. Greer, Frederick T. Gyde, William G. Hines, Daniel E. Hogan, Thomas Hutchings, Frank Jackson, Edwin P. Johnson, Edwin A. Kell, Vincent P. King, Spiros D. Koklas, Dino Gus Koulos, Walter J. Larson, Frank J. Latrouel, Henry G. Llamas, Leighton H. Long, Cornelius J. Lyons.

Joseph W. Mannix, Frank W. Marlowe, Kenneth E. Maxwell, Harry H. Maynard, William McDonald, Peter McGlynn, Vernon E. O'Connor, John Palameta, Orean H. Parker, Henry Pfeiffer, Glenn C. Phillips, John G. Podojil, Allan J. Powell, Joseph Reich, Martin Reichert.

George A. Sample, Casimiro Santoni, Harold G. Savage, Willie Tabb Seals, Joseph G. Slevin, David E. Smith, Rush B. Spriggs, Paul S. Whitten and Charles Williams.

One-Year Awards

Ralph Abrahamian, Joseph W. Adams, Roy O. Anderson, Louis G. Bacigalupi, Lawrence E. Bailey, John T. Baptista, Rinaldo E. Baracco, Joseph J. Basile, Ben C. Baxter, Henry X. Benjamin, Victor L. Berta, Bruno P. Berti, Roderick E. Betts, John J. Boles.

Charles M. Boone, Harry J. Brasesco, Vincent D. Brogan, Nelson L. Brown, John S. Bryant, Bernard G. Bunn, William J. Butler, Charles M. Calkins, Robert C. Cardno, Cornelius P. Casey, Ricardo Castro-Aragon, Charles S. Cavitt, Harold B. Chaplin, John R. D. Cheek, Julius M. Cowan.

Frank Deggs, Robert F. Dempsey, John Doherty, Peter G. Economou, Volney Emmons, Joseph John Fay, Reginald C. Fortson, Raymond C. Gnecco, Jose A. Gomez, Marvin E. Grimm, George E. Hageman, James Hamilton, James M. Hampton Jr., Leroy Hancock, Levi Harper, Elmer Harrison.

Cecil S. Harvey, Earl C. Harve, Robert G. Henke, Luther E. Howard, George Hullin, Emory C. Jeans, Joseph W. Jennings, Charles P. Johnson, Orrin C. Johnson, Norman J. Judson, Harold F. Kannengieser, Clarence N. Ketten, William E. King, William C. Konig, Emanouel S. Koumakis, Henry W. Kroencke.

Anthony R. Lamut, William R. Laughlin, Emmet F. Lavin, Thomas T. Lennon, James R. Lewis, Charley Lowde, Mervyn J. Luhman, Henry F. Manning, Ernest P. Massola, Albert S. May, Joseph P. McArdle, Frank D. McEachern, John McGuire, Tony A. Medina, George W. Michael, William Michelini, Edward A. Miller, Joseph Monteleone, Norris Mosby, Frank E. Murray.

Malcolm J. Nelson, William Ochoa, John P. O'Connor, Francisco Olivo, Charles S. Patania, Bernard T. Pedersen, Victorino Peoro, Leon Perry, Emil J. Pieroni, Harry A. Postell, Thomas Pruette, Rizzieri Ragghianti, Marvin D. Reaves, John Joseph Regan, Guido J. Ricci, Woodrow Royston.

Roy Howard Sears, Walter Schilber, Eugene H. Schwartz, David R. Siemens, Joseph E. Smith, George C. Sorg, Frank M. Soto, Walter C. Stone, Demetris Suliotis, Andrew E. Tanner, Walker Thomas, Walter J. Tompkins.

Ludwig E. Vorpahl, Johnnie L. Walker, Andrew E. Walsh, Willie C. Ware, Ernest M. Washington, Alvin Whitaker, Leonard M. Wilczek, Clifford J. Willett, Richard L. Williams, Robert P. Williams, John J. Windrow and Marvel O. Wren.

FROM J. H. TURNER

It is with much regret that the Public Utilities Commission has learned that Addy Svendsen is about to leave her position as Editor of Trolley Topics. Like the car I drive, when better jobs are built, Addy will build them. I know that all the staff joins the Commission and myself in wishing Addy success and happiness in her new undertaking. That you will all get behind her successor and help him to maintain the high standards set by Addy, I take for granted. Trolley Topics has an important place in our lives and we mean to keep it so.

J. H. TURNER,
Manager of Utilities.

OFFICE NEWS

Sergeant *Herbie Bloom* was lucky enough to get a month's leave, and he took off for Rabat, North Africa, quick like a bunny. Herb bloomed in gay Paree and Rome. Dame Rumor says Herb will be back with us shortly. . . . Charles J. Gavin Post, Veterans of Foreign Wars, won first prize for their history book in the recent state encampment at San Diego. Gavin Post is composed mostly of Muni Railway employees, and *Jack Zari* is to be commended for winning that "loving cup." . . . *Ann Burke* and *Eleanor Constant* are back at their desks; *Dick Griffin* was whiffin' the anasthetic; *Bill Seymour* poked his left mitt into a buzz saw with dire results. . . . It is with sincere sorrow that we mention the death of *Abe Windreich* after a three months' illness. Abe was well liked and his friendly smile and cheerful greetings will be missed by all of us. . . . *Dorothy Johnson* vacationed in Yosemite, and *Anna Lee* chose the same place for her holidays. *Bernice Haggard* flew to Tucson. *Edna Kelly* mile-highed it in Colorful Colorado. *George Quinn* headed for the back country near Soledad. *Mabel Edwards* roughed it in Felton. *Mel Kraut* and *Dick Griffin* relaxed in the Tahoe region. *Remo DeLuca* grappled with the one-armed bandits in the biggest little city in the world. *Ruth Urbais* headed for parts unknown. *George Gaynor* went up around Seattle. *Fran* and *Summie Greene* fished and sunned at Nice, in Lake County. *Norah Porter* flew to the British Isles for a two months' trip. *Elizabeth Colclough* said "Hi, Sierras" up at Camp Mather.

GARAGE EXHAUST

Fishing is popular among our members this season. *George Broussal, Ernie Kilby, Milton Peterson* and *Robert Wise* recently set out near Pedro Point to try their luck. Kilby and Wise fared quite well. Broussal and Peterson vowed never to set foot in a boat again. . . . *Adam Berlinghi, Joe Castro, Andy Memmel* and *Tony Picone* formed another group of anglers. All returned happy, top honors going to Tony. He is the fisherman who recently caught a 10 pound black bass from Phoenix Lake. . . . *Rix Watson* really earned the 16 pound salmon which he caught while in *Bernie Smith's* boat. Rix is *not* a qualified sailor. . . . Ocean Division reports two great prospects for the bowling team: *Charles Morrisey* and *"Burly" Williams*. . . . *Lin Zeran* has been welcomed back after an extended illness. . . . *George Mangan* is now happily settled at Ocean with his crew. . . *Frank Desmond* reports that his Studebaker V-8 performed beautifully on a 5000 mile trip to midwest and return. Excellent weather all the way, he added. . . . *Pete Neofotistos* covered approximately 10,000 miles on vacation last year. This year he is covering his house — with paint. . . . *Bert Stevens* is getting a new lease on life at, as usual, Tahoe. . . . Smiling *John Kelly* has joined the staff at Utah Division storeroom. . . . *Clarence Kriens* was recently horrified to discover he owned several deadly enemies of Charlie McCarthy and Jerry Mahoney. The damage has been repaired, the termites are gone and now we can all visit his home.

OUR SISTER UTILITIES

Hoberg's in Lake County beckoned two of Hetch Hetchy's stalwart sons. *Dan Lucey,* accompanied by his family, vacationed there for one week, and *Timothy* (I shall return) *Daly* also spent some time there, going on to Catalina to round out the three weeks. Can't you just see the debonair Tim dancing cheek-to-cheek at the Casino Ballroom? . . . *Marion Deasy* also went to Hoberg's. She reports that the board is excellent, filet mignons being a frequent entree. . . . *Catherine Hanson* is now ensconced in a delightful new apartment on Cornmall at Second. . . . *Edgar McAuliffe* was honored with a delightful party upon his retirement from the Bureau of Light, Heat & Power. We all wish Mac a lot of luck, and hope he'll make it to Europe as he plans. . . . A farewell luncheon was also held for *Maurice L. Dickinson* who is leaving Hetch Hetchy for a job as hydraulic engineer with the mammoth Bechtel firm, one of the largest — if not THE largest — construction companies in the world.

Industrial safety classes are being held monthly for these three groups of men, all of whom serve in supervisory positions throughout the Railway. Instruction is provided by members of the staff of the Bureau of Personnel and Safety.

FINALISTS IN "MUNI MAN OF THE MONTH

Herbert Blanchard, Potrero Division, No. 14 line, employed October 1, 1947

John S. Bryant, Kirkland Division, No. 19 line, employed June 28, 1949.

A. Campagna, California Cable Div., No. 62 line, employed May 20, 1920.

Mike Carpine, Presidio Division, No. 5 and Collect, employed Dec. 13, '34.

Alma Mae Casaday, Presidio Division, Extra List, employed August 6, 1951.

Harry J. Garabedian, Ocean Division, No. 11 line, employed June 21, 1948.

William H. Hage, Ocean Division, No. 28 line, employed August 30, 1928.

Daniel B. Howard, Kirkland Division, No. 2 line, employed October 14, 1937.

James Kelly, Geary Division, "N" line, Emp. July 20, '20; finalist both May-June

ONTEST FOR THE MONTHS OF MAY AND JUNE

Gene P. Lowe, Washington-Mason Div., Extra List, employed January 28, 1952.

Edward J. Mullane, Potrero Division, No. 7 line, employed April 23, 1941.

Emile L. Pratt, Presidio Division, No. 1 line, employed May 25, 1942.

George E. Redus, Wash.-Mason Div., Extra List, employed November 22, '48.

Joseph C. Schiller, Ocean Division, No. 25 line, employed July 14, 1936.

Harry Schwartz, Geneva Division, "K" line, employed December 5, 1942.

Moses M. Thomas, Potrero Division, No. 22 line, employed October 24, 1946.

Paul S. Whitten, Ocean Division, No. 50 line, employed July 6, 1921.

NO PHOTOGRAPHS

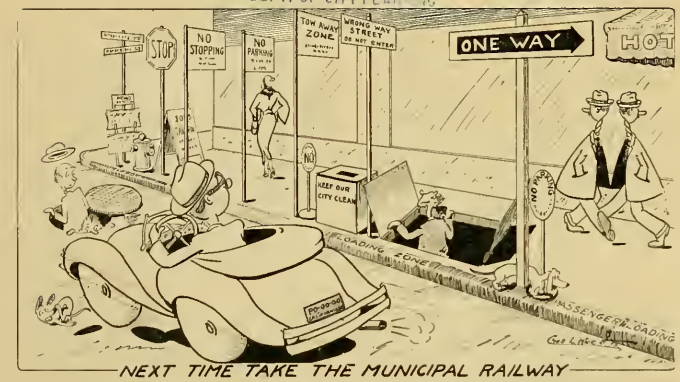
In addition to the finalists pictured on these pages, four other men won this distinction but failed to appear for photographs. They were Ralph T. Coverdale of Geneva Division, employed July 20, 1920; David E. Smith, Potrero Division, employed January 19, 1942; Arthur Vittori, Presidio Division, employed May 25, 1942, and Fred W. Wilson, Ocean Division, employed November 18, 1942.

MR. PAUL OPPERMAN
DIR. OF PLANNING
100 LARKIN ST.
CITY 2

RECEIVED
AUG 21 10 13 AM 1952
CITY & CO. OF S. F.
DEPT. OF CITY PLANNING

POSTMASTERS:
Forwarding or return postage, or notification (with key) or form 3547 guaranteed
TROLLEY TOPICS
901 Presidio Avenue
San Francisco 15

Sec. 34.66 P. L. & R
U. S. POSTAGE
PAID
Permit No. 4632
San Francisco, Calif.



NEXT TIME TAKE THE MUNICIPAL RAILWAY

TROLLEY TOPICS

Vol. 7 JULY-AUGUST No. 7

CITY & COUNTY OF SAN FRANCISCO
Elmer E. Robinson, Mayor
Published under direction of the
PUBLIC UTILITIES COMMISSION
Oliver M. Rousseau, President
Sam McKee Victor S. Swanson
Edward B. Baron Donald A. Cameron

Adeline Svendsen, Editor
Charles L. Reed, Artist
Marshall Moxom, Photographer

REPORTERS

Jim Lewis John Whitney
John Hurst Ken Howard
Anthony Campagna Marie Jackicich
Emery Dutcher Bud Soward
Joe Kennealy Harriett Oland
Jim Leslie Skip Sawyer
Harry Franklin Elven Whelpley

Address communications to 1345 Turk St.
San Francisco 15, Attention Editor

EDITOR'S FAREWELL

Do you remember those first mimeographed issues of TROLLEY TOPICS almost seven years ago? Those who worked at Geneva at that time probably remember it best because a lot of them had to help assemble the darn thing. The publication has grown a lot since those days, and all of us who had anything to do with its birth are rather proud of it.

Another satisfaction has been the success of the "Muni Man of the Month" contest, which was started two years ago and which has done so much to improve relations between passengers and car men.

However, now that I am leaving the Railway, I find that my fondest memory will be of the friendship of my fellow employees — the men and women on the buses and cars and in the offices and shops throughout the Railway. I hope that for many years to come I'll still get an occasional "Hi Addy" when I board a bus or see one of our trucks passing by.

I must also express my sincere appreciation to my bosses (Tom Irwin first, of course, but also including Charlie Miller, Jim Turner, the Commissioners and others), who have been unfailingly gracious and helpful to me.

I could not leave without mentioning one more person — Margaret Armstrong — who came to this office like manna from heaven and who has been the backbone of everything that has been accomplished here.

That about does it, I guess. Best of luck to you all.

ADDY SVENDSEN

CAL CABLE DIVISION

A lot has happened since the last issue of TROLLEY TOPICS around Cal Cable Division. Conductor *Harry Poetschel* has transferred to Geary Division, and Gripmen *Gene Hunter* and *Gino Sensi* have transferred to Ocean. We have had quite a few on the sick list, but now most of the brothers are back on the job. They are *Joe Bankson, Ernie Thompson, Dan MacCormack* and *A. M. Davis*. . . . Congratulations are in order to Conductor *Barney Owens* for being the first cable car man to win the "Muni Man of the Month" award. Keep up the good work, Barney. Wedding bells will soon be ringing for *Richard F. McKinnon*. Dick says he is going to tie the knot some time in August, and all the gang wishes him the best of luck. . . . Congratulations to *Al Norris*, who just became the proud father of a seven pound baby girl. . . . One of the men behind the scenes is Car Carpenter *Vetron Henderson*, who came to work for Cal Cable as a carpenter's helper way back in 1906.

GEARY-PRESIDIO DIVISION

We were wondering why Conductor *T. O. Stevens* was all smiles and his chest thrown out. Come to find out, he is a grandpa and a very happy one, it being the first grandchild and a boy. . . . We all were sorry to hear of *Maybelle Paetzel's* mother passing away. Our sincere sympathy goes to the family. . . . One of our operators, *Henry H. Hall*, has returned to his duties after several years in the Army. He enjoyed a well-earned vacation before returning to work. . . . We have lost three of our conductors, *T. Hurame, H. Lemmon* and *J. A. Bartlett*, through retirement. Of course we will all be missing them. . . . Operator *W.* (Bill) *Costello* is seen in the office these days breaking in as one of the Handy Men. . . . Operator *Ray G. Carroll*, who was our all-around relief man in the office, has resigned and gone East. We'll all miss him.

TROLLEY TOPICS
MUNICIPAL S.F. RAILWAY
CHAS. L. REED
Volume 7 OCTOBER, 1952 No. 8

Turk-Fillmore Barn Is Razed

See Page 2

TROLLEY TOPICS

Vol. 7 October 1952 No. 8

CITY & COUNTY OF SAN FRANCISCO
Elmer E. Robinson, Mayor

Published under direction of the
PUBLIC UTILITIES COMMISSION

Oliver M. Rousseau, President
Sam McKee Victor S. Swanson
Edward B. Baron Donald A. Cameron

Earl G. Ryan, Temporary Editor
Charles L. Reed, Artist
Marshall Moxom, Photographer

REPORTERS

Jim Lewis John Whitney
John Hurst Ken Howard
Anthony Campagna Marie Jackicich
Emery Dutcher Bud Soward
Joe Kennealy Harriett Oland
Jim Leslie Skip Sawyer
Harry Franklin Elven Whelpley

Address communications to 1345 Turk St.
San Francisco 15, Attention Editor

On the Cover

The building is almost down. Last portion of building in vertical position. In the picture from left to right, Benford Brown Jackson, Andrew Bailey Trackman, John J. Alevander, Laborer Letha Bennett, Trackman Francis P. Cassidy, Track Foreman.

New Temporary Editor

The last issue of Trolley Topics carried a news item telling us that Addy Svendsen was leaving us as Editor of that publication. Since that time, we have enlisted the efforts of Earl G. Ryan to take her place. Earl is Chief Clerk of the Transportation Department and he has a lot of experience in the business. Meanwhile he has taken a brief leave.

We refer you to Page 7, Column 3, bottom of the column.

TOM IRWIN.

NICE CATCH

Brought in by Kenneth G. Murray, Elkton Repair Shop, caught while trolling about a mile off Sharps Park, July 21st. The Salmon tipped the scales at 16 pounds and measured 32 inches long.

Give Once For All To the United Crusade

The UNITED CRUSADE is the answer to San Francisco's need to reduce the number of health and welfare appeals and to make it more convenient and easier for the donor to his full share for vital community services.

"UNITED CRUSADE" means that 85 organizations, including 74 agencies of the Community Chest, the United Defense Fund (with 32 affiliates, including USO and representation from Community Chest and other social agencies), the Red Cross, the four major national health organizations (Cancer, Heart, Cerebral Palsy and Arthritis and Rheumatism) will now hold *one* campaign, *once* a year *together*, instead of seven uncoordinated campaigns.

Results of federated campaigns in other cities show that an orderly, unified, concentrated and intensive drive brings in more money at less cost for *all* the participating agencies.

You, as donor, are asked to give just *once*, instead of seven times.

When you GIVE ONCE FOR ALL, you are joining a UNITED CRUSADE against disease, disaster, misfortune, and the special problems of youth, old age, divorced and widowed mothers, racial minorities, immigrants and wartime movements of people. Your gift will combat these problems with medical, hospital, clinic and home-nursing care, legal aid, counseling, defense programs, and housing assistance.

In addition, your money will prevent the growth of social ills by paying for recreational programs for youth, nursery schools, baby clinics, rehabilitation work and medical and social programs. Keeping these services going next year is the responsibility of every one of us. Pledge your support now! GIVE ONCE FOR ALL!

FACTS ABOUT VOTING

How Many Americans Exercise Their Right to Vote?

In 1880, 78.4% of eligibles voted. In 1900 it was 73.5%. In 1920, when women went to the polls for the first time, 49.3% of eligibles voted. In 1940, 53.4%. In 1948, 48,680,416 votes were cast in the national election. It was the biggest total ever, but was only 51% of those who could have voted!

The national average for recent municipal, county, state and congressional elections is only 20% of eligibles.

MORE THAN 29,000,000 CITIZENS AREN'T EVEN REGISTERED TO VOTE (as of January 1, 1952).

Voting Percentages in Other Countries

Belgium (March 1950)	90%
Italy (April 1948)	89%
England (October 1951)	83%
Canada (June 1949)	75%
Sweden (September 1951)	80%
France (October 1945)	75%
Israel (July 1951)	72%
Japan (June 1950)	71%

How the Electoral College Works

The Constitution provides that the President be chosen *indirectly* by the popular vote of the people, and *directly* through the College of Electors. Each state has the same number of electors as the total number of its representatives in Congress (members of the House of Representatives and Senators). The number of representatives that any state has in Congress is based on its population. A census is taken every 10 years so that representation continues to be proportionate. As a result of the 1950 census, some states showing an increase in population additional representatives in Congress

while others showing a decrease lost some.

Each state provides by law for the nomination by recognized political parties of a slate of delegates to the electoral college. The names of these nominees appear on the presidential election ballot beneath the names of the party's candidates for the offices of president and vice-president of the United States. The voter, in casting his vote for the presidential and vice presidential candidates of a particular political party, is actually voting for each of that party's nominees to the electoral college. A state with a Republican popular vote majority will therefore give all of its electoral votes to the Republican ticket and one having a Democratic popular vote majority will give all of its electoral votes to the Democratic candidate.

In December, weeks after the results of the presidential election are known to all, these delegates go through the formality of casting their votes in the electoral college (which assembles in the capital of each state) for the presidential and vice presidential candidates whose names preceded theirs on the ballot.

One Vote IS Important

1. In 1876 a one-vote margin over Samuel Tilden elected Rutherford B. Hayes to the presidency of the United States. The man on the electoral commission who cast the deciding vote had himself been elected by a single vote, cast by a desperately ill citizen who insisted on being taken to the polls to vote.

2. One vote made Texas part of this country; one vote admitted California, Idaho, Washington, and Oregon to the Union.

3. One vote in the House of Representatives made the Draft Act of World War II law and caused millions of men to be called for service in the Armed Forces.

4. Aaron Burr, later charged with treason, missed being President by one electoral vote.

5. Four years ago in Ohio, one person voting in each of the state's 8,800 election districts could have changed Ohio's vote for President.

Did You Know That . . . ?

Theodore Roosevelt was our youngest President. He was 43 years of age at the time of President McKinley's death.

James Buchanan was the only President who never married.

It took 103 ballots to nomiate John W. Davis by the Democratic Party in the convention of 1924, in New York City.

The Constitution forbids candidates for the President and Vice-President of the same party to be residents of the same state.

The President of the United States cannot be arrested.

Twenty-three of the 32 Presidents were lawers by occupation before becoming President.

Seven Vice Presidents became Presidents due to the death of the President. They were: Tyler, Fillmore, Johnson, Arthur, Theodore Roosevelt, Coolidge, Truman.

Woodrow Wilson was the only President to defeat two former Presidents in an election. This occurred in 1912 when he defeated Theodore Roosevelt and William Howard Taft.

The first President to be elected by the House of Representatives was Thomas Jefferson.

The following Presidents were assassinated in office: Abraham Lincoln, James A. Garfield, William McKinley.

"Muni Man" for July and friends; Left to right: Mabel Gomes, Iver Larson, Spiro Misso, Paul Fanning, George Warren.

July "Muni Man" Winner

Spiro A Missa, Collector at Third and Townsend Streets, was named twenty-third winner in the Municipal Railway's "Muni Man of the Month" contest. He received a $50.00 award donated by the transit advertising firm of Fielder, Sorensen & Davis.

Mr. Missa is a veteran railroader, starting with the Market Street Railway on July 31, 1924. Admiration for his consistent efforts in promptly and courteously expediting the buses under his diection has brought scores of commendations from appreciative patrons.

The popular Collector is 53 years old, is married and has one son, Angelo. He resides at 1146 Jamestown Avenue.

The award was presented to Mr. Missa by Mabel Gomes of the Honolulu Rapid Transit Company, who is vacationing in San Francisco. Also present at the ceremony were E. B. Sorensen of Fielder, Sorensen & Davis; Iver C. Larson of the National Safety Council; George S. Warren, Acting Manager of Public Utilities Commission; Wesley R. Mason, Assistant Superintendent of Transportation for the Municipal Railway, and J. E. McDevitt, Railway Relief Division Superintendent.

A total of 641 commendations were received during July. Runners-up for the award were:

LOST AND FOUND

During July — A woman's wig was turned in but not called for; also a ticket to China. Only trouble here, to collect, one must fill description on the ticket.

Mary Alice Ball, 1945 Fulton Street, No. 60 line.
Wayne Bell, 1845 Post Street, No. 2 line.
Theodore Bradbury, 223 Sanchez Street, "N" line.
A. J. Campagna, 3595 Mission Street, No. 62 line.
John J. Gonsalves, 1546 Dolores Street, "L" line.
Willie B. Liggons, 709 Lyon Street, No. 24 line.
Charles Loving, 1634 Armstrong Avenue, No. 55 line.
Elmer Merrill, 2215-38th Avenue, No. 45 line.
Charles Sandoval, 74 Arleta Street, No. 15 line.
Casimiro Santoni, 231-27th Street, No. 37 line.
Arthur Taylor, 1486 Turk Street, No. 1 line.

Track Department

by Joe Kenneally

After a long siege with the Medicos it is good to see our genial Superintendent John Ryan back on the job feeling fit and looking the same.

A letter from Tim Sullivan visiting in Ireland, having a good time taking in the various sporting events. Also good to see Jim Biggins back after his visit to Ireland. Jim had good news to tell of the wonderful changes and prosperity of the country since he first left some 32 years ago.

It is with sad regret we announce the passing of Pat Kelleher long time Track Foreman. Pat was retired three months ago and passed away suddenly. To his family we extend sincere condolences.

One of the oldest buildings on railway property was demolished recently when Frank (Wrecker) Cassidy and his crew tore down the building which formerly housed the Overhead Line crews.

Line Department

by Ken Howard

The Summer rush was on. Shorthanded and with fully half the Line Dept. sick or on vacation and with desperate calls for the Line Dept. coming in from all sides, Ed Brown did the only sensible thing. He took his vacation too. Then late in August, Lineman Richard Krause was assigned to the Muni and things slowly began to look up. Things looked even better when Harold Hurtt returned from vacation and Joe Bagetta and Jason Gordon left on theirs. Then at last the long uphill grind was broken and production leaped into high gear with the dramatic return of Jack Morgan from the sick list. In nothing flat things were humming again. As reward for his significant work in breaking up the Summer Slump, Jack has been awarded the title: High Chief Morgan, Lord Commander of the Broom and Protector to the Gabboon.

There is one person in the Line Dept. who never gets his name in this column. Not because he never does anything outstanding, but because everything he does is so outstanding that it gets to seem ordinary. So when we overheard him wistfully wondering if he'd ever get his name in Trolley Topics, we couldn't help giving him a little space. Sort of like a mother hen who raised a bunch of ducks is Office Manager Jim Jose.

Cal Cable Division

Conductor Fred Appelburg is quite a guy. His main hobby is raising Canary birds and anything that the brothers would like to know about Canaries, Fred would be glad to tell them. He is also a gentleman farmer owns a spread up around Chico way.

Gripman John H. Heintz better known to all the brothers as "Pickle Heintz" has just celebrated his 25th year with Cal-Cable division. He has also served as relief receiver from time to time. Brother Heintz has an uncanny sense of eyesight—he can spot a dime on the street at 75 paces.

Conductor Clarence Sheets and Inspector Roy Fisher have just returned from a trip to the mountains "deer hunting," and when Mrs. Fisher asked Mr. Fisher if he had gotten a deer, he replied, No Dear, No Deer. Better luck next time boys.

Gripman Louis Liedke is taking three weeks off. He is going to Sioux Falls, South Dakota to see his mother. Good luck on your trip brother.

We wish to extend our welcome to our latest arrivals at Cal-Cable division. They are R. Jackson, T. Hawkins, J. Stogner, R. Presley, C. Cabral, R. Foley and J. Grays and also to receiver George Taylor and Clerk Joe Cerri.

Gripman Joe Bankson has transferred over to the Geary Division. We are going to miss him around Cal-Cable Division, especially his old friend Mr Fox, down at the shop. Good luck on the trolleys, Joe.

Congratulations to Gripman Marius Hansen on the Jones St. shuttle for having been awarded the Courtesy Citation. Keep up the good work Marius.

Washington-Mason Cable Division

by John Hurst

As vacation time draws to a close we are still waiting to hear about the biggest one that got away. Many of our boys traveled far and wide and some are in the nomad class as yet.

Gripman Earl Hugh journeyed to OKLAHOMA to see the Indians. Stan Krysin trekked to Minnesota to bring back samples of iron ore. (Thanks Krys) Dispatcher Cruger roamed around but it seems that the greatest wonder of the lot has been Gripman Craig, as he kept in touch with us by post card. We just can't determine if he is trying to make us jealous. Conductors Pucheu and Strathearn lingered around the town, with "Frenchy" applying a paint brush to the old homestead.

Here are a few of the oddities around the turn table:

Gripman Dales and his daily ration of Chock-milk, a certain grip—that claims he eats STEAKS for breakfast and wonders why he is liked by the opposite sex and the trainee that politely informed his passengers that CHRISTMAS was coming along with the announcement of POWELL-MARKET, "End of the line."

Main Office News

by John Whitney

Sarge Bloom will be back with us sages soon. Herbie had a great furlough from his post at Rabat, North Africa. He took in the French Riviera, and spent some hours (and a few lire) in Rome, the "It." city, Herbert even had an audience with the Pope!

Another Herb, Tait this time, outdioned Dion Holm, himself, with his poetry recitation at the "quintet retirement dinner" at the El Jardin, held for Tillie Husk, Hugh Duffy, Herb Tait, Al Betz, and the charter Bob Scott.

Bill Seymour, Maybelle Paetzel, Dick Griffin, and Norman Morgan are back at labor after hitting the sick list. (Bill Seymour poked his mitt into a buzz saw! with dire results, as one might imagine.) Earl Southard passed away, after almost fifty years of service with the 'road.

Ben Kaplan did a retake on the Feather River country. Roy Jackson made Coronado and Colorado, including the top of Pike's Peak. Wes Mason, Eleanor Kenny, and Eulalie McVicar all chose Yellowstone National Park for their summer sojourneys.

William O'Connor is filling Tom Anthony's spot in timekeeping, Tom having taken over a night shift at Ocean Division office. James McGee has accepted a bookeeper's call. Harry Van Auken is aiding in payrolls.

Kay O'Malley returned from military leave with the Waves. Kitty Donohoe is back, also.

Mrs. John Barry and Mrs. Mike Sweeney had visits from the stork, girl babies in both cases.

Kirkland Division

by Harriet Oland

Operator Robert F. Weber, who drives a No. 31 Balboa coach, has a five-room apartment that's like no apartement you ever saw. For one thing, it's located in a warehouse. And for another, it houses an exhibit of stuffed animals, fish, birds and fossils which constitute one of the most unusual scientific collections ever to come to San Francisco.

This extraordinary one-man museum has aroused the interest of some of California's most distinguished physical and natural scientists. The collection includes quantities of vary rare shells, many of fabulous beauty and variety, fossils, minerals, implements and utensils of great antiquity, pottery, as well as botanical speciments, specimens of animals, fish and other living things. Many of the specimens have never been seen in this country before; many, in fact, have never before been seen by white men.

One of Mr. Weber's most interesting specimens is a fossil fish. An authority from the University of California who has seen it believes there could be a million or more years of human history behind it.

Another is an "egami," a coal black rabbit with unusual characteristics which is found in no place in the world outside the Orient.

An elongated fish of unusual coloring is described by Weber as being one of the great scientific mysteries of our times. "One like it washed up dead in San Francisco a few years ago," he said. "And no one knows what it is. They try to put it in the shark family but it has six gills instead of five, and the mouth is in the skull. Its teeth are tiny, sharp and star-shaped." An ancient Japanese peasant gave it to him.

There is a Japanese eagle, a nearly extinct spoonbill, shells showing indentations where pearls had formed, lizards, and crocodiles, Japanese mountain bats, rare sea snakes, flying squirrels, monkeys, relics from the stone age, minerals of many kinds—gold, platinum, zinc, graphite and tungsten, and thousands of other items.

Mr. Weber got the collecting bug while still a boy in school. During the war and afterward, when he was attached to MacArthur's staff section on natural resources in Japan, he began to build the collection in earnest. During his stay in the Orient he sent back a series of packing cases containing a total of 3400 pounds of specimens.

Now all the Weber Museum needs is a home where it can be used for the advancement of natural science and public education. The cost of housing such a collection properly would be considerable, and it is hoped that some civic-minded person may be found who will help to defray this expense. Those interested in contacting Mr. Weber may do so at the Lyon Van and Storage Company, 370 Turk Street.

Traffic Sign: Slow down before you become a statistic.

A nut at the wheel, a peach on his right,
A curve in the road, fruit salad tonight.

Do your banking with Uncle Sam,
Buy U. S. Bonds on the Payroll Plan.

425 Mason Street

by Elven Whelpley

The retirement party for LOU McATEE Senior Engineer of Water Department Engineering, was held at the Elks Club on August 28th. LOU received a Zeiss "Contessa" camera as a retirement present. Many private contractors and engineers from the city Engineer's office and Public Utilities were among the 142 people who attended. LOU and Mrs. McAtee will leave shortly on a "Around the World Tour." JOE CAVA, chairman, assisted by EDNA MANSEAU, MARION DEASY, JACK WALSH, JACK WHITE and RAY WONG are to be congratulated for arranging a most successful party.

DALT WEHMER, Engineer with Water Department Engineering was on a weeks fishing trip around Trinity Alps Lodge near Weaverville. We are all sorry DALT that it ended up with a couple of cracked ribs instead of a lot of fish.

Richard D. Hall, son of CHARLIE HALL of the Water Department will return to his former job as Sergeant in the Police Department after serving his "Time" in the Army. CHARLES other son Charles Kenneth, is now out of the Air Force, also after having served his two years in Korea.

It's good to see ALDEN ANDERSON hobbling around the office on his "peg leg" after having fractured his ankle while hanging tree decorations a couple of weeks ago.

ETHEL CULLEN, ALICE GARRETT and ELEANOR KENNY covered about 4000 miles in their loop trip to Reno, Salt Lake City, Yellowstone National Park, Teton National Park, Glacier National Park, Vancouver and Victoria, B. C. and way points. The Gals all had a good time.

JOHN G. BRUCATO, Superintendent of Agriculture, assisted by JOAN GAMMILL, his secretary; Fred STEINER, FRED ANDRADE, JOE MELLO and LOUIS PIMENTAL are all doing a good job running the "money making" Agricultural Division of the San Francisco Water Department, whose sources of revenue are varied. They include a 100 acre Walnut orchard with 40 acres adjacent which will start producing shortly, 35,000 acres of Watershed land used for cattle ranges, share crop acreages, 130 acres of Strawberries and 620 acres planted in Roses JOHN BRUCATO, also, holds the

(Continued on page 6)

Left to right: Mabel Gomes, Honolulu Rapid Transit Co.; Relief Division Superintendent, J. E. McDevitt and Assistant Superintendent of Transportation, W. R. Mason.

Hetch Hetchy Heroes

One of the front page stories of the past year concerned the thrilling rescue of a stricken woman from her snowbound home at Lake Eleanor. She was Mrs. Clarence A. Walquist, wife of our Reservoir Keeper there, and the men involved were all Hetch Hetchy employees.

The four men who made their way in on snowshoes over the treacherous mountain area were Oliver G. Braeske, Reservoir Keeper; Robert A. Dahl, Hydrographer; Donald M. Paulsen, Snow Surveyor; and Alan R. Dahlin, Snow Surveyor. Tired as they were after this strenuous trip, they immediately started out on the return trip carrying Mrs. Walquist on a stretcher, and with Mr. Walquist as an alternate stretcher-bearer. Toward the end of the journey, the men were so exhausted they could carry the stretcher only a few feet at a time before pausing to rest. A car driven by Bern Grethel was waiting at the road, and the sick woman was speedily transported to the hospital in Yosemite Valley.

"In recognition of bravery, sacrifice of personal comfort and the exercise of human charity," the Public Utilities Commission passed a special resolution commeding and thanking the five men who risked their lives to make this perilous journey.

425 Mason Street

(Continued from page 5)

honorary position of Chairman of the advisory board of the Farmer's Market which has been his "baby" for the last nine years.

BILL HELBUSH, is on a motor tour of several states for his vacation. He will spend time in Colorado and New Mexico and then return through the South and back up the Coast of California.

JOE CAVE for the time being is in charge of the Engineering Department on the 7th floor, filling the place of LOU McATEE whom we mentioned above.

The driver who doesn't mind being passed,
Will still be PRESENT when passers are PAST!

Charles Loving
No. 2720 Potrero Div., S-104

Casimiro Santoni
No. 241 Ocean Div., S-104

Theodore Bradbury Cord
Geary Div., S-102

John J. Gonzales
No. 3294 Potrero Div., S-104

A Complaint In Verse

From transfer point
To transfer point
I'd like to make connections
Instead of waiting 20 minutes
Just to catch the next one.
The fare was hiked to fifteen cents
Instead of one thin dime
I do not choose to walk half way
I'd rather ride that time.
At Lombard Street and Old Van Ness
The streets are vary wide,
The bus! It stops, won't let me in
So I lope along beside.
My dignity is ruined,
My disposition too.
Besides, I'm fat and forty
And I'm awfully mad at you

This type of Complaint could be turned into a Commendation by being alert to patrons' Desires.—Editor.

Cow Palace Service

Extra bus service to and from San Francisco's Cow Palace to third and Market via No. 15 line, also on Geneva Avenue from Geneva and Mission to to Cow Palace, will be put into effect to honor the world's earliest known form of transportation—the horse—when the 1952 Grand National Livestock Exposition, Horse Show and Rodeo opens a ten day, eighteen performance run October 31 through November 9.

Headlined by the world-renowned Royal Canadian Mounted Police Musical Ride, equine events will hold the spotlight in this year's round-up of sensational tanbark specialty acts, as well as in the million dollar full-division horse show.

The R.C.M.P. Musical Ride is conceded to be the world's most famous, popular and sought-after mounted drill troop. In 1939 this troop was the sensation of San Francisco's Golden Gate International Exposition on Treasure Island. It was the most popular single gate attraction of that year's World's Fair.

In addition to the R.C.M.P., feature acts will include "Buddy" Heaton's hilarious comedy horse, "El Rocko;" the Pope Pony dray hitch, the six horse draft teams of Coberly West Co., and Raymond Church, and the uncanny Arthur Allen working sheep dogs, Border Collies with which he has made a clean sweep of National Field trails for many years.

The arena entertainment show of the exposition alternates these specialty acts with Grand National championship rodeo events, horse show classes and cutting horse competition.

The livestock division of the exposition which already ranks near the top of the so-called "Big Six" premier shows of the nation, will be swelled this year by the official National Shorthorn and Polled Shorthorn Breeding Cattle Show and Sale sponsored by the American Shorthorn Breeders' Association.

TROLLEY JINGLE

Many of our readers have noticed the clever jingles on coaches and buses during the recent weeks. The first jingles appeared about two months ago.

Some of the jingles are as follows:

(1) It's work to drive, why drive to work?

(2) For a nickle and a dime, We save you Wear and Tear and Time.

(4) The Dollars you save by Riding Here, will buy Four Suits of Clothes A Year.

(5) Fenders Dented? Tires Flat? Ride here and Keep out of That.

(6) We'll Take You Where You Want to Go, Not Too Fast and Not Too Slow.

BUREAU OF ENGINEERING

By Marie Jackicich

Vacations come and go and we say that's that; but John Carlson will be able to take himself back to his wonderful high sierra trip merely by looking at his stereo-realist third-dimension pictures. Come to think of it, Charlie Reed can also re-live his southwestern vacation too, by gazing in his viewmaster at his third-dimension pictures. After drooling at the third-dimension slides, black and white snapshots are pathetically dull and uninteresting. Which brings me to ask if anyone wants to buy a good second-hand box camera, hmm?

In his long, slinky, grey "Cad" Alex Malley motored northwestard to Vancouver, B.C., and Grand Coulee Dam. He enjoyed both tremendously, from a scenic standpoint. However, he had San Francisco weather all the way; wet and foggy that is.

It won't be long now till Otto Heyer will have nothing to do but sit around and lounge in his house, since he just completed the last step which was painting the outside. So for a little relaxation he thought he'd take the family for a long ride. Now he tells us that the one way to keep your wife from yakity-yaking and backseat driving is to take her on a trip over Tioga Pass, and he should know.

Phil McCall needed a rest after his painting ordeal so took to the mountains, namely Ben Lomond for a week. Came back suntanned and healthy looking.

Our Boss, Jack Painter, must have caught the painting bug too, as he spent part of his vacation giving his Shangrila the once over. Man I wish I had the commission for selling all that paint.

Our girl draftsman, Mae Chan, vacationed in the rugged High Sierras, namely Humphrey Basin. She may have been on vacation but the fish weren't . . . maybe it was that new pole, hmm."

Ted Chung didn't leave the City for his vacation cause he's saving his loot for the coming football season. Next to Mah-jong he likes nothing better than a good football game.

Shorty von Husen hasn't decided where he's going on his vacation; seems he wants to go steelhead fishing and Mrs. von Husen wants to go to the Northwest. Want to make a bet on who wins, hmm?

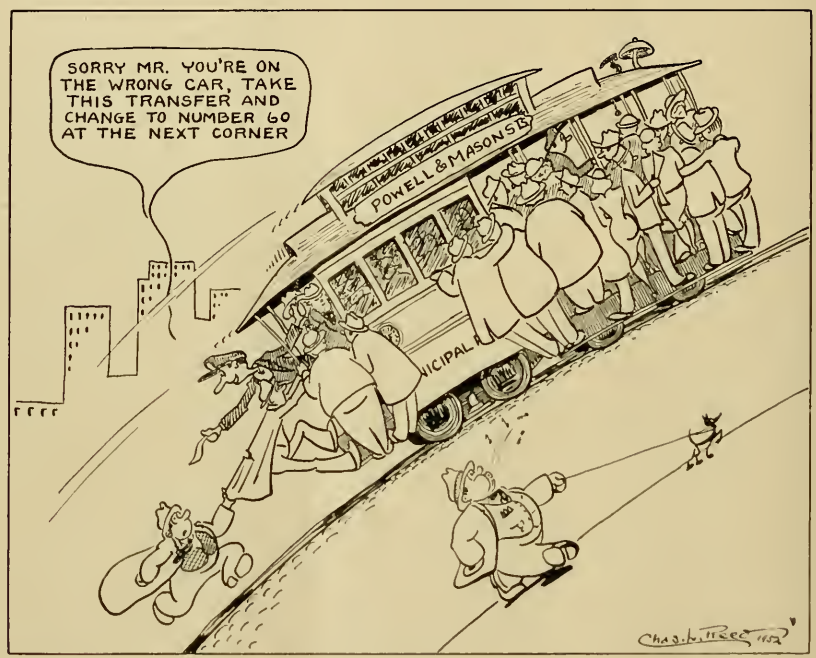
Norman Hansen from our Construction Dept. tells us the best way to acquire a good sense of humor is to be a Field Inspector, or if you have one already, Inspecting will help you lose it. Some days you can't win.

Just a word to Addy my Ex-Editor, this reporter wants to say "don't think it hasn't been nice, cause it really has and the best of luck to you and your Hubby in your new venture."

To my Editor, I promise to do all that I can to help in any way.

Temporary Discontinuance

Due to circumstances beyond the control of management there will be no more issues of Trolley Topics until further notice. Subscription lists will be kept up to date, however, on the assumption that publication may be resumed at an early date.



WHY BONDS FOR MUNI RAILWAY?

The personnel of the Municipal Railway undoubtedly will be questioned by their neighbors and friends concerning Proposition E, a $6,625,000, bond issue which will be used for the improvement of the Municipal Railway. It bespeaks a pride and interest in our jobs, whatever they may be on the Muni, if we are prepared with a few important facts and figures on this proposal, so that we can speak with some authority.

Here are some of the more important major points of Proposition E:

1. About $5,000,000 out of the $6,625,000 will be used for new equipment. Tentatively the plan calls for the purchase of 17 new PCC cars, 75 trolley coaches, and 108 50-passenger motor coaches. We who operate the Muni fully realize that new quipment makes it easier for us to render better service to the riding public. Better service is the principal purpose of this bond issue.

2. The Railway's popularity seems to rise and fall with its success or failure to remain in the black. In order to enable the Railway to stay in the black financially (it is now), the work program contemplated under the bond proposal was designed so that a $650,000 a year saving could be realized each year. Proposition E will save the Railway money.

3. The city controller has estimated that it will require $525,000 yearly, for 15 years, to pay off the bond interest and redemption or this bond issue. By simple arithmetic it can be seen that the $650,000 yearly saving will be ample to pay off this bond issue. This saving is predicated, of course, upon the general price level remaining somewhat near the present level.

The passage of Proposition E will make everyone's job on the Railway easier. Easier because we will be giving better service and better service will bring us more friends. In operating a vehicle, in answering a telephone, or making change on a street corner, life is more pleasant when dealing with friends.